FUTURE CALEDON OFFICIAL PLAN

October 2025



TOWN OF CALEDON

Notes

October 2025

1. The Town of Caledon's 1978 Official Plan, as amended, is being replaced in phases through the ongoing Official Plan Review project. The Future Caledon Official Plan provided here, and described in Part A, Section 1.2, is the product of the first phase.
2. Further phases of the Official Plan Review will complete the replacement of the 1978 Official Plan, as amended. Studies related to specific issues and areas will recommend new policies to be added to this Plan (e.g., Mineral Aggregate Resources Study, Bolton Secondary Plans Review).
3. This Plan was prepared to conform with the 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe, as amended. In April 2023, the Province announced its intention to replace those documents with a consolidated Provincial Planning Statement, which was ultimately issued and took effect on October 20, 2024. As a result of the approval of this Official Plan by the Minister of Municipal Affairs and Housing, this Plan was modified to address consistency with the Provincial Planning Statement and to remove policy references to the revoked Growth Plan for the Greater Golden Horseshoe, 2019. For clarity, any references to the natural heritage system, except in relation to the Greenbelt Plan natural heritage system, refer to the Growth Plan natural heritage system as it read before it was revoked. For additional clarity, the policies of the Growth Plan and the Provincial Policy Statement, 2020, continue to apply where they are referenced in the Greenbelt Plan.
4. This Plan conforms with the 2022 Region of Peel Official Plan as approved through Bill 150, the *Planning Statute Law Amendment Act, 2023*. That approval eliminated several modifications from the Province's original approval. Corresponding changes had to be made to this document – most notably to the extent of the New Urban Area in south Caledon as shown on the schedules and figures (maps).
5. Now that the dissolution of the Region of Peel has been cancelled, the Peel Region Transition Board is to provide recommendations on the transfer of certain services, including land use planning, to the lower-tier municipalities. As of July 1, 2024, the Region of Peel is no longer a municipality with planning responsibilities. The Region of Peel Official Plan, as it applies to Caledon, is the Town's responsibility to implement. Town Council may integrate relevant policies into this Plan. For clarity, any references to the Region of Peel Official Plan and its policies, schedules and figures are references to the former Official Plan of the Region of Peel, which is now deemed to constitute an official plan of the Town as provided by subsection 70.13(2) of the *Planning Act*. In the event of a conflict, the policies in this Plan prevail over the policies in the former Official Plan of the Region of Peel.

Territorial Acknowledgement

Indigenous Peoples have unique and enduring relationships with the land.

Indigenous Peoples have lived on and cared for this land throughout the ages. We acknowledge this and we recognize the significance of the land on which we gather and call home.

We acknowledge the traditional Territory of the Huron-Wendat and Haudenosaunee, and the Anishnabek of the Williams Treaties. This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation.

We honour and respect Indigenous heritage and the long-lasting history of the land and strive to protect the land, water, plants and animals that have inhabited this land for the generations yet to come.

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Foreword

It is important to understand the place we know as Caledon.

With a land area of 688 square kilometres, Caledon is one of the largest lower-tier municipalities in the Greater Golden Horseshoe. While the Town is predominantly rural, with many distinctive communities, about 4,000 hectares along its southern border are to be urbanized in the next 30 years. Southern Caledon is transitioning to a more connected urban system.

The Town's efforts to plan for growth while protecting natural and rural areas and enhancing a well-established quality of life remain central to this Plan.

The Land

Caledon's geography is characterized by distinctive features. The Niagara Escarpment, Oak Ridges Moraine and Humber and Credit rivers systems have shaped its human history and continue to influence its development. It is because of these features that 85 percent of the Town is the subject of Provincial Plans that are generally intended to protect these areas from incompatible development.

Cutting diagonally across the Town, the Niagara Escarpment is Caledon's most prominent natural feature. The Escarpment, one of Ontario's most outstanding landforms, has been designated a World Biosphere Reserve by the United Nations.

The Oak Ridges Moraine covers most of the northeast portion of Caledon. Its rolling landscapes form a natural catchment area for precipitation and play a vital role in the groundwater recharge function for much of the Greater Toronto and Hamilton Area.

To the south, the highly fertile lands of the Peel Plain extend across the Town.

Originating in the Oak Ridges Moraine, the broad watershed of the Humber River dominates the eastern half of Caledon. Over time, the Credit River, from its source in the northwest corner of the Town, has cut its way through the limestone bedrock of the Niagara Escarpment, creating a deep river valley that runs south across the Peel Plain.

The People

Indigenous Peoples have inhabited the area now known as Caledon for thousands of years, and the Town acknowledges their unique and enduring relationships with the land. Caledon is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and is included in the area described in the Nanfan Treaty of 1701 with the Haudenosaunee. It is within the

traditional Territory of the Huron-Wendat and Haudenosaunee peoples and the Anishinaabeg of the Williams Treaties. In striving to protect the land and its natural resources for future generations, the Town recognizes and offers respect to Indigenous Nations.

Caledon has a 13,000-year settlement history during which migratory Indigenous Nations hunted, fished, and foraged on its lands. Key landforms such as the Oak Ridges Moraine and Niagara Escarpment influenced the pattern of their largely seasonal activities, and the Humber and Credit rivers became important transportation and trade routes. Indigenous Nations have left archaeologically significant resources that provide insight into how they engaged with the land.

Over their lengthy history, several Indigenous Nations occupied the Caledon area. Lands used by the Huron-Wendat, the Anishnaabeg, and Haudenosaunee shifted in response to conflicts, diseases, and colonial pressures throughout the late 16th to 18th centuries. By the late 18th century, the Caledon area was part of the territory occupied and controlled by the Anishinaabeg of the Ojibwe Nation, who became known to the Europeans as the Mississaugas of the Credit, of whom the Mississaugas of the Credit First Nation (MCFN) are direct descendants.

Increasing contact with European colonists threatened the Mississaugas ways of life, weakened their economy, depleted their population, and marginalized their communities. Between 1781 and 1820, the Mississaugas of the Credit entered into various treaties with the Crown, establishing treaty rights throughout their Territory. The lands that now form Caledon were among those acquired by the British Crown from the Mississaugas of the Credit through Treaty 19, also known as the Ajetance Purchase, signed on October 28, 1818, by representatives of the Crown and Chief Ajetance.

The Town recognizes that Indigenous stewardship of the land, water, and natural resources extends back thousands of years. This role is linked to Aboriginal and treaty rights. Aboriginal rights are elements of Indigenous custom, practice or tradition that were historically integral to the distinctive culture of an Indigenous community. Treaty rights are the specific rights embodied in the treaties that were entered into with Canada; treaty rights were recognized and affirmed by Canada's *Constitution Act* in 1982.

Following the Ajetance Purchase, the lands that now form Caledon were divided into rural townships and opened for colonial settlement. The rigid British survey grid establishing a pattern of settlement is still discernable to the present day. Lands were cleared for farming, and small crossroad settlements developed to service the agricultural population. In turn, the area's dramatic natural features and waterways influenced the location and character of other settlements and industries, such as water-powered mills and quarries. Over time, the arrival of

railways in the 1870s and improved road connections into the early 20th century became factors in the growth of some of these settlements and the decline of others.

Caledon Today

On January 1, 1974, the municipal governance model we know today was created.

- The upper-tier municipality of the Region of Peel was created from the former Peel County to provide community services to three newly amalgamated lower-tier municipalities: the Cities of Mississauga and Brampton, which were rapidly urbanizing at the time, and the Town of Caledon.

- The Town of Caledon was established through the amalgamation of the Townships of Caledon and Albion, along with the northern half of Chinguacousy Township, and the Villages of Bolton and Caledon East. At the same time, the Police Villages of Alton, Caledon, Inglewood and Palgrave were dissolved.

Since then, development in Caledon has been influenced by the urbanization of lands to the south, as well as Provincial and Regional land use policies to manage forecasted population and employment growth and conserve natural and cultural heritage features and agricultural land.

In 1997, the Town implemented a tri-nodal growth strategy to direct the majority of growth to three settlement areas: Bolton, Mayfield West and, to a lesser degree, Caledon East. This led to more urban development in south Caledon, while the villages and hamlets in the remainder of the Town experienced only minor population increases.

Today, the Town is characterized by the variety of its communities as well as the range of business, employment and recreational opportunities it offers.

Future Caledon

Looking ahead, the Town will be one of the fastest growing municipalities in Canada. The Town has received significant direction from the Province and Region on where and how to accommodate its share of forecasted population and employment growth to 2051.

As of July 1, 2024, the Region of Peel is defined by the *Planning Act* as an upper-tier municipality without planning responsibilities. As a result, the Region of Peel Official Plan, as it applies to Caledon, is deemed to constitute an official plan of Caledon. It is the Town's responsibility to implement the policies of the Region of Peel Official Plan, until the Town revokes it or amends it to provide otherwise.

On November 4, 2022, the Province approved a new Region of Peel Official Plan[1] that requires the Town to plan for 300,000 people and 125,000 jobs. The Future Caledon Official Plan provides for this growth through the intensification of existing built-up areas as well as "greenfield" development within the urban boundary expansion area in south Caledon.

The Town has received vital input on this Plan over several years from community members, Indigenous Nations, staff and consultants. That collaborative consultation process identified key areas of interest, local priorities, and a clear vision for the future. This Plan aims to guide the Town forward while maintaining the elements that make Caledon unique. However, it has been prepared to conform with existing Provincial plans, which do not always align with local priorities. Council continues to advocate for changes to the Oak Ridges Moraine Conservation Plan to increase permissions for agri-tourism operations and on-farm diversified uses.

As explained in the Plan text, the 1978 Official Plan, as amended, will be replaced in phases through the ongoing Official Plan Review. The Future Caledon Official Plan provided here, and described in Part A, Section 1.2, is the product of the first phase.

The next phases of the Official Plan Review will complete the replacement of the 1978 Official Plan, as amended. Studies to address specific issues and areas will recommend new policies to be added to this Plan (e.g., Mineral Aggregate Resources Study, Bolton Secondary Plans Review).

Beyond that, the Future Caledon Official Plan will be updated through further Town-initiated official plan amendments to incorporate:

- secondary plans, based on comprehensive secondary planning, for the Town's new community and employment areas;
- direction and policies from the Region of Peel Official Plan which the Town deems necessary to guide development and decision making in Caledon.

[1] The Ministry of Municipal Affairs and Housing reviewed this decision, and a new approval was provided through Bill 150, the *Planning Statute Law Amendment Act, 2023*, which is retroactive to November 4, 2022. That approval eliminated several modifications from the Province's original approval. Bill 162, the *Get it Done Act, 2024*, approved with more of the modifications from the original approval, including the reintroduction of the expanded urban area. Corresponding changes have been made to this Plan, most notably to the extent of New Urban Area in south Caledon as shown on the schedules and figures.

Future Caledon Official Plan Review – Project Phasing

Phase 1 (March 2024)	Phase 2	Phase 3
• Vision and Guiding Principles • Town Structure • Growth Management Policies • Natural Environment System and Open Space Policies • Rural System Policies • Urban System Policies • Implementation Policies	• More Intensification and Major Transit Station Area Policies • Mineral Aggregate Resources Policies • Truck Parking and Goods Movement Policies • Bolton Secondary Plan (Review, Update and Consolidation of the Existing Bolton Secondary Plans) • Downtown Bolton Special Policy Area	• More Secondary Plan Reviews • New Secondary Plans

2024 →

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Schedule

A1 Provincial Plan Areas

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1. THE FUTURE CALEDON OFFICIAL PLAN

This Future Caledon Official Plan will guide the most significant period of transformation in the Town of Caledon's history. It balances the *conservation* and use of resources while providing for substantial growth and change.

The Town is forecast to grow from a population of approximately 80,000 residents in 2021 to 300,000 residents in 2051. Employment is forecast to rise from approximately 32,000 jobs to 125,000 jobs.

The Official Plan has been prepared to support the Town's long-term environmental, social and economic prosperity through:

- Climate change mitigation and adaptation;
- Protection of the *agricultural system*, including *prime agricultural areas* and the *agri-food network*, and environmentally sensitive lands;
- Supporting the *agricultural system,* including a continuous and productive land base, comprised of *prime agricultural areas*, including *specialty crop areas*, and *rural lands*, as well as a complementary *agri-food network* that together enable the *agri-food sector* to thrive;
- Preserving our rural communities;
- Responsible urban growth management; and,
- Equity and inclusion for all.

Through this Official Plan, the Town will facilitate the development of *sustainable* and distinctive new community and employment areas that foster healthy lifestyles, neighbourliness, economic prosperity and local pride. The policies also support the continued protection of Caledon's distinctive natural heritage, cultural heritage and rural areas.

1.1 Purpose

1.1.1 The Future Caledon Official Plan:

a) establishes the desired land use pattern for lands within the Town of Caledon to 2051;

b) coordinates land use and *infrastructure* requirements to ensure that the forecasted growth can be accommodated responsibly;

c) establishes a framework and policy context for decision-making that provides certainty for the planning process;

d) conforms or does not conflict with Ontario's Provincial Plans, has regard to matters of Provincial interest and is consistent with Provincial Policy Statements; and,

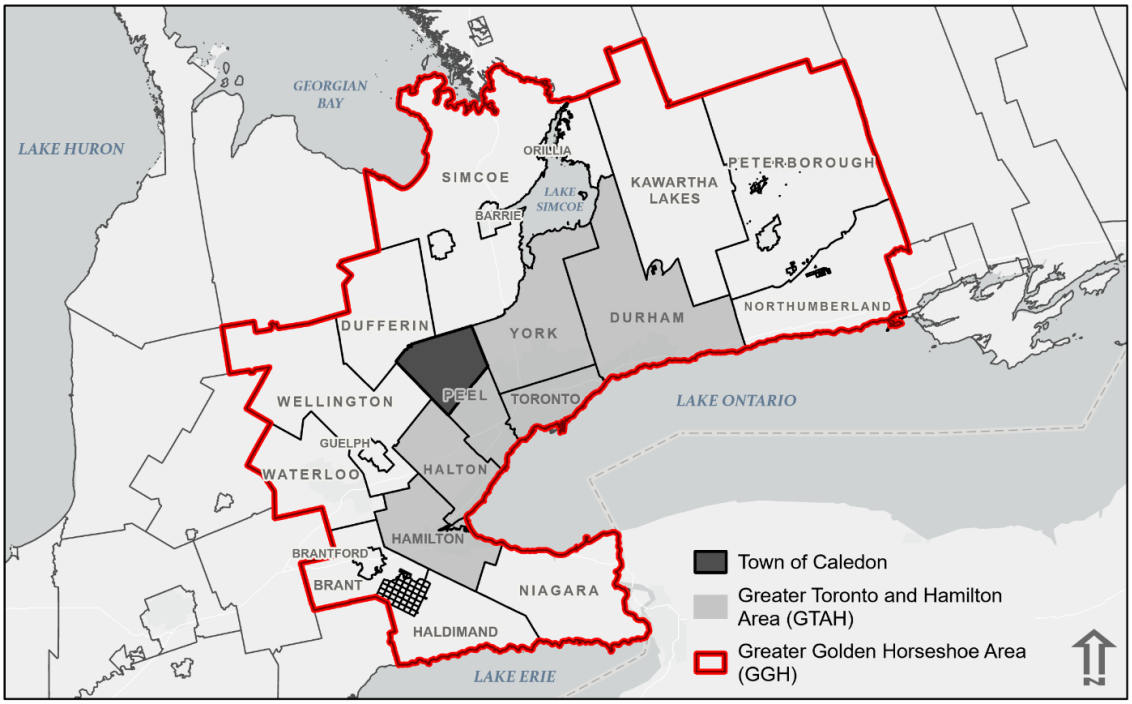
e) conforms or does not conflict with the Region of Peel Official Plan.

1.2 Plan Area and Geographic Context

The Town of Caledon is a lower-tier municipality within the upper-tier municipality of the Region of Peel in the Province of Ontario's Greater Golden Horseshoe – the urban region centered around the City of Toronto at the western end of Lake Ontario. It has an area of approximately 688 square kilometres.

As shown on the schedules to this Plan, the Town generally includes the lands between Winston Churchill Boulevard and Caledon King Town Line/Albion Road, from Mayfield Road to Caledon East Garafraxa Town Line/Highway 9.

Figure 1-1: Geographic Context



1.2.1 The 1978 Official Plan, as amended and in force as of the day before adoption of the Future Caledon Official Plan, remains in effect as it applies to:

a) lands identified as Rural Service Centre on Schedule A1 to the 1978 Official Plan, as amended, including:

   i) the Bolton *settlement area*, including the Downtown Bolton *special policy area*, and associated secondary plan areas (Bolton Core, Bolton South Hill, West Bolton, North East Bolton, South Simpson Industrial, Coleraine West and Caledon Station) as depicted on Schedules C, C-1, C-1A, C-2, C-3, C-4, C-5, C-6, C-7 and C-8 to the 1978 Official Plan, as amended;

   ii) the Caledon East secondary plan area as depicted on Schedule D to the 1978 Official Plan, as amended; and,

   iii) the Mayfield West, Mayfield West Phase 2, Snell's Hollow and Mayfield West Phase 3, Stage 1, secondary plan areas as depicted on Schedules B, B-1, B-2 and B-3 to the 1978 Official Plan, as amended;

b) the Tullamore secondary plan area as depicted on Schedule N to the 1978 Official Plan, as amended;

c) the Palgrave Estate Residential Community secondary plan area as depicted on Schedules G, H and I to the 1978 Official Plan, as amended;

d) Inglewood Village plan area as depicted on Schedule M to the 1978 Official Plan, as amended;

e) the Sandhill *settlement area* as depicted on Schedule T to the 1978 Official Plan, as amended;

f) the Victoria Business Park land use plan area as depicted on Schedule R to the 1978 Official Plan, as amended;

g) mineral aggregate resources Town-wide, including:

   i) lands designated Extractive Industrial Area on Schedule A to the 1978 Official Plan, as amended;

   ii) lands identified as CHPMARA (i.e., Caledon High Potential Mineral Aggregate Resource Area) or Licensed Pit/Quarry on Schedule L to the 1978 Official Plan, as amended; and,

   iii) lands identified as sand and gravel or bedrock resource fragments on Appendix II to the 1978 Official Plan, as amended.

The Future Caledon Official Plan applies a separate policy framework and land use pattern Town-wide, except where the 1978 Official Plan, as amended, remains in effect in accordance with Policy 1.2.1.

1.2.2 References to, or depictions of, lands subject to the 1978 Official Plan in the Future Caledon Official Plan are provided for the purpose of information and context only.

The 1978 Official Plan remains a separate policy framework for those lands identified in Policy 1.2.1 and the policies of the Future Caledon Official Plan do not apply to such lands, save for the following policies, which will apply Town-wide:

a) References to Town-wide population and employment forecasts in this Plan include estimates for lands subject to the 1978 Official Plan; and,

b) Part B, Managing Growth and Change, and Part G, Implementation, of this Plan.

For clarity, in the event of a conflict between a policy in the 1978 Official Plan and the policies identified in subsections a) and b), above, Policies 1.2.2 a) and b) of this Plan prevail.

1.2.3 Further phases of the Town's official plan review will complete the replacement of the 1978 Official Plan, as amended. Detailed studies of the remaining areas subject to the 1978 Official Plan will recommend new policies to be incorporated into this Plan through a series of Town initiated official plan amendments.

1.3 Plan Organization

1.3.1 The Future Caledon Official Plan establishes land use policies and designations to implement the Town's vision and guiding principles. It is also referred to as "Future Caledon," "the Official Plan," "the Plan" or "this Plan."

1.3.2 The Plan is divided into the following parts, each containing policies and related schedules, where applicable:

a) **Part A, Introduction**, sets out the purpose, scope, and context of the Plan, and provides guidance on how to read and interpret the Plan. This part also establishes the foundation for the Plan, including Indigenous stewardship and the vision and guiding principles.

b) **Part B, Managing Growth and Change**, sets out the Town's approach to growth management and land use planning, starting with the Town structure and its defining systems. It also includes population and employment forecasts to 2051,

intensification targets and direction for Greenfield development through secondary plans.

c) **Part C, General Policies**, provides Town-wide policies about climate change, cultural heritage, design, economic opportunities, housing, *public service facilities*, transportation, and *infrastructure*.

d) **Part D, Natural Environment System, Parks and Open Space**, describes the role of the natural environment system, parks and open space in the Town structure – including within the Rural and Urban Systems – and provides associated land use designations and policies. This part also includes policies about source water protection and natural and human-made hazards.

e) **Part E, Rural System**, describes the role of *prime agricultural areas* and *rural lands*, villages and hamlets, and rural employment centres in the Town structure, and provides associated land use designations and policies. The *Agricultural System* plays a key role in supporting the Rural System, maintaining the rural character of the area, and in providing a healthy natural environment. The *Agricultural System* has two components: a continuous and productive agricultural land base, comprised of *Prime Agricultural Area* and *Rural Lands*; and a complementary *agri-food network* of infrastructure, services and other elements that together enable the agri-food sector to thrive.

f) **Part F, Urban System**, describes how urban areas in the Town structure will accommodate most of the Town's forecasted population and employment growth. It also sets out associated land use designations and policies, including a framework for future secondary plans.

g) **Part G, Implementation**, describes the planning tools and development approval processes that the Town will use to implement and update the policies of the Plan. It also provides a glossary of defined terms.

h) **Part H, Site-specific Policies and Secondary Plans**, will provide site-specific policies and secondary plans to provide additional direction for development and decision-making. This part will be updated, through future official plan amendments, to include updated secondary plans for the areas referred to in Policy 1.2.1 based on detailed reviews of the applicable policies of the 1978 Official Plan, as amended. It will also be updated, through future official plan amendments, to incorporate secondary plans for the Town's new community and *employment areas* based on detailed secondary planning in accordance with the policies of this Plan.

1.4 How to Read this Plan

1.4.1 The Plan is to be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions. All relevant policies applying to a given situation should be considered together.

1.4.2 All text and tables and numbered figures in Parts A through H are part of this Plan. The accompanying schedules (maps) are also part of this Plan.

1.4.3 The foreword and attached figures (maps) are provided for descriptive purposes but are not considered part of this Plan. Similarly, the cover, title pages, tables of contents, photographs, unnumbered illustrations, graphic design elements, blank pages and hyperlinks are intended to improve readability but are not considered part of this Plan. As such, an official plan amendment would not be required to make changes to any of those elements.

1.4.4 Interpreting Policies

a) The auxiliary verbs "may," "should," "will," and "shall," are used throughout this Plan in the following ways:

   i) "**may**" means that the policy is permissive;

   ii) "**should**" means that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,

   iii) "**will**" or "**shall**" means that the policy is mandatory.

b) Policies that use the word "encourage" provide a course of action that would meet the intent of this Plan but is not mandatory.

c) The policies of this Plan allow for limited flexibility through interpretation without the need for an official plan amendment. Such interpretation must:

   i) be in conformity or consistent with Provincial and Regional plans and policies;

   ii) be consistent with the guiding principles and policy directions in Chapter 2;

   iii) be consistent with the intent of the policies of this Plan; and,

   iv) represent good planning.

d) The Town may prepare guidelines or guidance documents that further support the implementation and interpretation of this Plan.

1.4.5 Interpreting Schedules and Figures (Maps)

a) The boundaries of *settlement areas*, including the Urban Area, as shown on the schedules of this Plan are fixed and inflexible. Expansions to the Urban Area and rural *settlement area*s will only occur in accordance with the policies of this Plan.

b) The boundaries of land use designations not included in the Natural Environment System are approximate and do not define exact limits except where they coincide with well-defined physical features such as roads, railways, or watercourses. Where they do not coincide with physical features, the Town will interpret their location. Where the general intent of this Plan is maintained, minor adjustments to the boundaries of these land use designations will not require an amendment to this Plan.

c) The locations of symbols are approximate. More precise locations will be determined through secondary planning and *development* approval processes, to the satisfaction of the Town.

d) The delineations of the Natural Features and Areas designation and Supporting Features and Areas overlay designation are not precise. The boundaries of the Natural Features and Areas will be refined through studies in support of secondary plans and *development* applications as described in this Plan, to the satisfaction of the Town, in consultation with the Region of Peel and other relevant agencies.

e) Where the delineations of natural heritage and water resource systems are intended to be in conformity with the schedules to a Provincial plan, the Provincial plan schedules will take precedence. The delineation of *Areas of Natural and Scientific Interest (ANSIs)* is the responsibility of the Province.

f) The delineations of *natural hazards* are not intended to be precise. The interpretation of regulated natural *hazard lands* is the responsibility of the relevant conservation authority.

1.4.6 Interpreting and Implementing Permitted Uses

a) Where lists of permitted uses are provided for land use designations, such lists are intended to reflect the possible range and type of uses that may be permitted, unless otherwise specified in this Plan.

b) The implementing Zoning By-law will provide more detailed listings of permitted uses. Accordingly, Council may permit uses in the implementing zoning that are similar in nature and appropriately accommodated within the corresponding land use designation in this Plan without the need for an official plan amendment.

1.4.7 Interpreting Numerical Requirements

Minor deviations from numerical requirements in this Plan may be permitted without the need for an official plan amendment, subject to applicable Provincial and Regional policies, provided that the general intent of this Plan is maintained.

1.5 Legislative Authority and Policy Context

The Future Caledon Official Plan was prepared under the authority of, and in accordance with, the *Planning Act* of the Province of Ontario. As such, it has regard for matters of Provincial interest, is consistent with Provincial policy statements, and conforms or does not conflict with Provincial and Regional plans.

Figure 1-2: Legislative Authority and Policy Context



1.5.1 As shown on Schedule A1, Provincial Plan Areas, all lands in the Town are subject to one or more of the following Provincial land use plans. While this Plan has been prepared to conform with the Provincial plans, the entirety of each of those plans continues to apply, and any *development* in the Town must demonstrate conformity with the applicable Provincial plans.

a) The **Greenbelt Plan** is intended to protect farmland, water resources and natural areas, and support agriculture, tourism, recreation, and resource uses. It includes lands within, and builds on the ecological protections provided by, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. Its policies also support climate change adaptation and mitigation. The policies of the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe 2019 continue to apply where the Greenbelt Plan refers to them.

b) The **Niagara Escarpment Plan** is an environmental land use plan that balances protection, *conservation* and *sustainable* development on the Niagara Escarpment and lands in its vicinity. The goal is to ensure that the Escarpment will remain a substantially natural environment for future generations.

c) The **Oak Ridges Moraine Conservation Plan** provides land use and resource management direction to protect the Moraine's ecological and hydrologic features and functions.

d) The **Lake Simcoe Protection Plan** outlines a coordinated approach to protect and restore the ecological health of Lake Simcoe and its *watershed*.

1.5.2 Schedule A1, Provincial Plan Areas, and other schedules to this Plan identify the Planned Highway 413 Transportation Corridor and the Strategic Goods Movement Network, which are part of the Province's **Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe**, as well as the NWGTA Transmission Corridor and the future capacity expansion of Highway 9.

1.5.3 Upon approval by the approval authority, the Future Caledon Official Plan is deemed to conform or not conflict with the **Region of Peel Official Plan**. The Region of Peel Official Plan expands the urban area in south Caledon and provides updated direction on various land use matters. It also provides the Town's growth forecasts and population and employment density targets**.**

1.6 Duration and Effect

1.6.1 This Plan provides guidance for the development of the Town to 2051.

1.6.2 The Town will not undertake any public work or enact any by-law for any purpose that does not conform with this Plan.

1.6.3 The municipal initiatives that must conform with this Plan include, but are not limited to:

a) approvals of planning and development applications such as zoning by-law amendments, draft plans of subdivision, draft plans of condominium, site plan control, consents, and minor variances;

b) the planning and construction of municipal *infrastructure* such as streets, transit *infrastructure*, sewers, *stormwater management ponds*, and water services;

c) protection and stewardship of the environment, including approvals under a Municipal Class Environmental Assessment;

d) the planning and construction of parks, open spaces and public facilities;

e) housing programs and projects; and,

f) financial plans and budgets.

1.7 Changes to the Future Caledon Official Plan

While this Plan has a horizon of 2051, it is not static and there will need to be changes to its policies from time to time. Additional guidance is provided in Chapter 24, Official Plan Amendments.

1.7.1 Amendments to the Official Plan may be expected in response to:

a) changes to Provincial and Regional policies, plans or interests, including the Provincial Planning Statement, and the removal of land use planning responsibilities from the Region of Peel;

b) emergent issues and trends that are best addressed through new or revised official plan policies;

c) the *Planning Act* requirement that an official plan be revised no less frequently than 10 years after it comes into effect and every five years thereafter;

d) land use plans prepared for large areas, such as secondary plans; and,

e) applications for area- or site-specific official plan amendments.

1.7.2 Approved amendments to this Plan will be consolidated regularly for convenient reference. For accurate reference, consult the original decisions approving the Plan and any amendments listed in the foreword.

1.8 Monitoring

1.8.1 The Town will establish a monitoring program to implement the detailed direction provided in Part G, Implementation. Generally, the monitoring will:

a) satisfy municipal planning data reporting requirements established by the Province;

b) track how the Town is advancing each guiding principle;

c) measure progress toward specific policy targets, such as those for population, housing, and employment;

d) assess the effectiveness and relevance of this Plan's policies;

e) ensure that changes to the Town's social, economic, environmental, technological, and demographic conditions are reflected in this Plan;

f) ensure conformity or consistency with Provincial and Regional plans and policies; and,

g) identify emerging priorities and initiatives.

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2. PLAN FUNDAMENTALS

This chapter sets the foundation of the Future Caledon Official Plan, which will guide, coordinate, and manage forecasted growth to achieve long-term environmental, social and economic prosperity.

2.1 Indigenous Stewardship of Lands, Waters and Resources

We will acknowledge, honour and respect Indigenous heritage and the long-lasting history of the land. We will strive to protect the land, water, plants, and animals that have inhabited this land for the generations yet to come, knowing that together we all share 'one dish and one spoon.'

We celebrate the Indigenous Peoples of the region as stewards of the land, and acknowledge their responsibility to sustain the lands, waters, and resources for the benefit of generations to come. Indigenous stewardship of the lands, waters, and resources must be considered in all development proposals.

2.2 Vision

Our Caledon will be a ***sustainable***, **healthy**, **connected** and **complete community** with a **thriving local economy**. As we grow, we will continue to celebrate our **heritage**, **diversity** and **rural roots** and be stewards of our **natural environment**.

2.3 Guiding Principles

The following guiding principles establish the approach to achieve the Town's vision. They are the foundation of the objectives and policies throughout this Plan.

2.3.1 Address the Changing Climate



Mitigate and adapt to the impacts of a changing climate through policies and standards that support environmental protection, compact and resilient community design, and low carbon buildings, energy systems and transportation networks.

- Policies that address the changing climate are found in Chapter 5, Climate Change, and throughout this Plan.

2.3.2 Protect Our *Agricultural System*



- Support and enhance the long-term viability and productivity of agriculture by protecting *prime agricultural areas* and the *agri-*

food network. Policies that support the protection of *agricultural system* are found in Chapter 17, *Prime Agricultural Area* and *Rural Lands*, and throughout this Plan.

2.3.3 Protect Our Natural Features and Areas



Protect, restore, and enhance natural features and areas, and water resource systems to be healthy, *sustainable*, and resilient.

- Policies that support the protection, restoration and enhancement of natural features and areas, and water resource systems are found in Chapter 13, Natural Environment System, Chapter 15, Source Water Protection, Chapter 16, Natural and Human-made Hazards, and throughout this Plan.

2.3.4 Conserve Our Cultural Heritage



Conserve and celebrate heritage buildings, sites, districts, landscapes, and *archaeological resources*, so that the story of our history may be shared with future generations.

- Policies that support the *conservation* of *cultural heritage resources* are found in Chapter 6, Cultural Heritage, and throughout this Plan.

2.3.5 Manage Our Aggregate Resources



Identify and conserve mineral aggregate resources, manage their extraction, minimize their impacts, and progressively *rehabilitate* operations.

- Policies about mineral aggregate resources will be added to Chapter 20, Mineral Aggregate Resources, through a future amendment to this Plan. In the meantime, the 1978 Official Plan, as amended, remains in effect as it applies to mineral aggregate resources Town-wide, including: lands designated Extractive Industrial Area on Schedule A to that Plan; lands identified as CHPMARA (i.e., Caledon High Potential Mineral Aggregate Resource Areas) or Licensed Pit/Quarry on Schedule L to that Plan; and, lands identified as sand and gravel or bedrock resource fragments on Appendix II to that Plan.

2.3.6 Protect and Nurture Our Rural Communities



Recognize the Town's rural roots, and protect and nurture the character, economy, and quality of its rural communities.

- Policies that support the protection and nurturing of rural communities are found in Chapter 5, Cultural Heritage, Chapter 17, Agricultural Area and Rural Lands, Chapter 18, Villages and Hamlets, Chapter 19, Rural Employment Centres, and throughout this Plan.

2.3.7 Manage and Support Growth for Our Long-term Benefit



Manage and support population and employment growth to 2051 in an environmentally and financially *sustainable* manner.

- Policies related to growth management are found in Chapter 3, Town Structure, Chapter 4, Growth Management, Chapter 18, Villages and Hamlets, and Part F, Urban System. Part G, Implementation, also provides important direction.

2.3.8 Create Healthy and Complete Communities



Plan for healthy and *complete communities* that offer a mix of housing and employment opportunities for all, a range of parks, open spaces and amenities, and the choice to conveniently access shopping and services without a car.

- Policies that support the creation of healthy and *complete communities* are found throughout this Plan. Part C, General Policies, includes policies about climate change, design, economic opportunities, housing, *public service facilities* and *infrastructure*. Part D, Natural Environment System, Parks and Open Space, includes policies about the natural environment, and parks and open space. Part B, Growth Management, and Part F, Urban System, provide direction for the design of new community areas.

2.3.9 Design Great Places



Plan and design Caledon to be a mosaic of vibrant, well-designed places where the built and natural environments complement each other.

- Policies that support the design of great places are found in Chapter 7, Design, and throughout this Plan. Part B, Growth Management, and Part F, Urban System, provide direction for the design of new community areas, and Part G, Implementation, includes policies about design excellence.

2.3.10 Create High Quality Transportation Options



Create a mobility system that prioritizes people and transit through a network that supports all modes of transportation with an emphasis on creating great walking, cycling and transit *infrastructure*.

- Policies that support mobility options are found in Chapter 11, Transportation, and throughout this Plan.

2.3.11 Address Housing Affordability and Choice



Address housing affordability and foster the development of various forms of affordable housing and housing options throughout the Town.

- Policies that address housing access, equity, affordability and choice are found in Chapter 9, Housing, and Chapter 28, Programs and Incentives.

2.3.12 Support Strategic and Innovative Economic Opportunities



Maximize job growth and economic prosperity by supporting the attraction, retention, diversification, and expansion of businesses, including the revitalization of main streets.

- Policies to support strategic and innovative economic opportunities are found in Chapter 8, Economic Opportunities, and throughout this Plan. Part E, Rural System, provides direction for villages and hamlets, and rural employment centres. Part B, Growth Management, and Part F, Urban System, provide direction for the design of new community areas and new *employment areas*.

2.3.13 Strategically Manage Municipal Infrastructure



Plan and manage municipal *infrastructure* that creates growth opportunities while being effective, innovative, and environmentally and financially *sustainable*.

- Policies that support the strategic management of municipal *infrastructure* are found in Chapter 4, Growth Management, Chapter 5, Climate Change, Chapter 11, Transportation, Chapter 12, Infrastructure, and throughout this Plan.

Part B: Managing Growth and Change

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3.1 Description of Components of the Town Structure B-3
3.2 Land Use Designations B-5

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Schedules

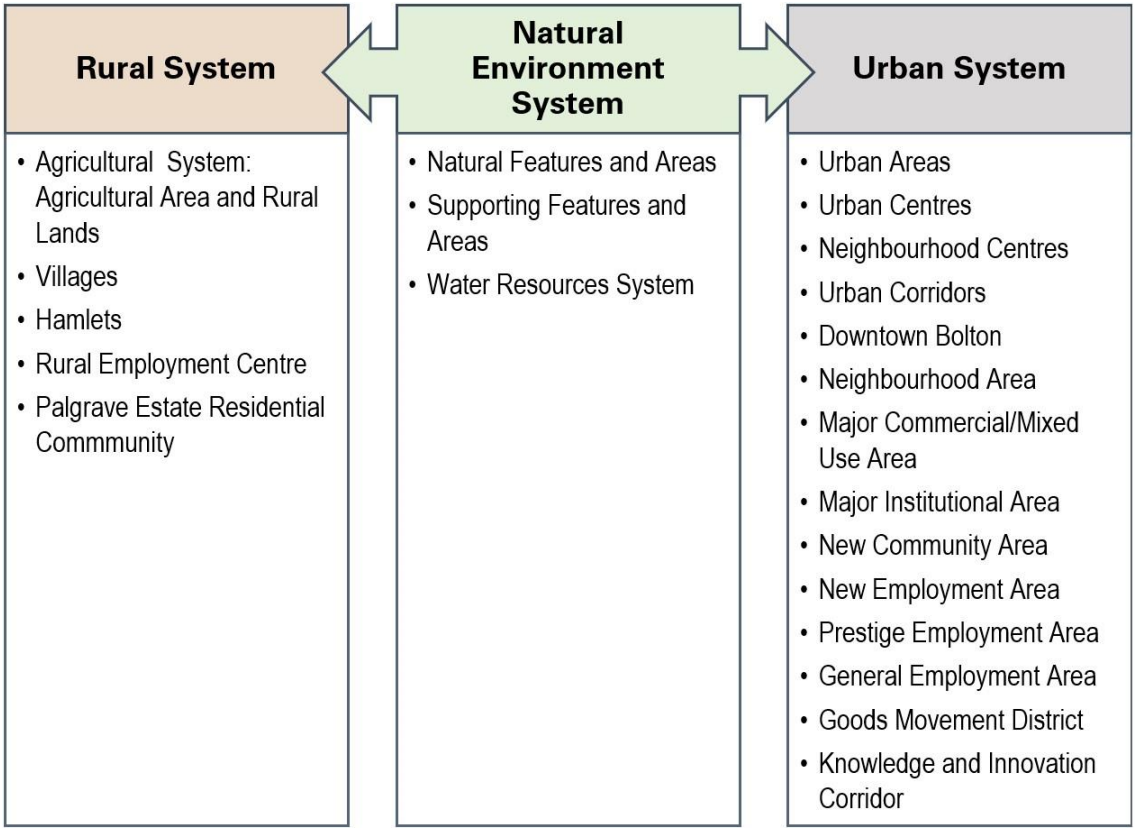
B1 Town Structure
B2 Growth Management
B3a Land Use Designations, Greenbelt Plan and Natural Heritage System
B3b Land Use Designations, Niagara Escarpment Plan
B3c Land Use Designations, Oak Ridges Moraine Conservation Plan
B4 Land Use Designations

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3. TOWN STRUCTURE

This Plan establishes a community planning structure that reflects the geography and history of the land. The town structure is comprised of an Urban System, a Rural System and a Natural Environment System, which is applicable Town-wide. The Town Structure and the more significant components of the Urban and Rural Systems are shown in Figure 3-1 below and Schedule B1, Town Structure.

Figure 3-1: Town Structure



3.1 Description of Components of the Town Structure

3.1.1 Natural Environment System

a) The Natural Environment System is a key organizing element of the town structure. It is comprised of a *natural heritage system* and water resource system. The *natural heritage system* is made up of natural features and areas, such as *wetlands*, *woodlands*, valleylands and *wildlife habitat*, as well as components, such as *linkages*, *buffers* and supporting features and areas. The objective of the *natural heritage system* is to preserve and enhance the biodiversity, connectivity and long-term ecological function of the natural systems in the Town. The water

resource system is made up of both groundwater features and surface water features and areas. The objective of the water resource system is to protect the ecological and hydrological integrity of water resources in the Town. The natural heritage and water resource systems are ecologically linked, rely on and support each other, and have many overlapping components. The establishment of these natural systems is required by Provincial policies. These systems have been integrated in this Plan and are known together as the Town's Natural Environment System.

b) Detailed policies on the Natural Environment System are contained in Part D of this Plan.

3.1.2 Rural System

a) The Rural System includes *Prime Agricultural Areas* where agriculture is the primary use and *rural lands* where a range of rural uses are permitted. Villages and Hamlets each having their own distinct character are also located in the Rural System. The Rural System also includes a Rural Employment Centre designation where rural employment uses are directed. Lastly, the Rural System includes areas that are used for the extraction of mineral aggregate resources.

b) The *Agricultural System* plays a key role in supporting the Rural System, maintaining the rural character of the area, and providing a healthy natural environment. The *Agricultural System* has two components: a continuous and productive agricultural land base, comprised of *Prime Agricultural Area* and *Rural Lands*; and a complementary *agri-food network* of infrastructure, services and other elements that together enable the agri-food sector to thrive.

c) Detailed policies on the Rural System are contained in Part E of this Plan.

3.1.3 Urban System

a) The Urban System, also referred to as the Urban Area, includes the communities of Bolton, Mayfield West, Caledon East and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2, Growth Management). It is within this area that most population and employment growth will occur over the next 30 years and beyond. The Urban Area is identified on Schedule B1, Town Structure.

b) Detailed policies on the Urban System are contained in Part F of this Plan.

3.2 Land Use Designations

3.2.1 Provincial plan designations are identified on Schedules B3a, B3b and B3c.

3.2.2 Land use designations associated with this Plan are identified on Schedule B4, Land Use Designations. In accordance with Section 1.2, lands subject to the 1978 Official Plan, as amended, are noted on Schedule B4, Land Use Designations.

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4. GROWTH MANAGEMENT

The Town's population and employment is expected to significantly increase as per Table 4-1 in the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan. This growth is predominantly planned to be accommodated within the Urban Area as shown on Schedule B1, Town Structure where full municipal services are available or planned. It is within this area that the Town will require that all planning decisions contribute to the establishment of *complete communities* that are well-designed, *transit-supportive*, offer a variety of transportation choices and include a diverse mix of land uses in a *compact built form*. These communities will also be planned in a fiscally responsible manner, to accommodate people at all stages of life, have an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and *public service facilities*.

4.1 Growth Forecasts

4.1.1 This Plan establishes a land use planning framework to direct and manage growth to 2051 based on the following minimum forecasts:

Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

4.1.2 Limited growth will be permitted outside of the Urban System. Limited *infill development* in *rural settlements* may be permitted, in accordance with the policies of Part E. *Development* in the Palgrave Estate Residential Community may be permitted in accordance with the policies of the Palgrave Estate Residential Community Secondary Plan, refer to Section 1.2.

4.1.3 Population and employment growth will be:

a) Focused in:

i) the Urban System;

ii) delineated *built-up areas* and *designated growth areas* as shown on Schedule B2, Growth Management;

iii) *strategic growth areas*, including *major transit station areas* and locations with existing or planned transit, with a priority on *higher order transit*; and,

iv) areas with existing or planned *infrastructure* and *public service facilities*.

b) Limited in areas that are:

i) within the Rural System;

ii) not serviced by existing or planned municipal water and wastewater systems; and,

iii) within the Greenbelt Plan, Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan Areas.

4.1.4 *Strategic growth areas* are identified as *major transit station areas* on Schedule C1, Town-wide Transportation Network, and as an Urban Centre (Caledon GO primary *major transit station area*) and Neighbourhood Centre (Mayfield West planned *major transit station area*) on Schedule B1, Town Structure. Density targets for the primary and planned *major transit station areas* will be established through an amendment to this Plan.

4.1.5 *Employment areas* will be planned to achieve a Town-wide minimum density of 26 jobs per hectare.

4.2 Intensification

4.2.1 *Intensification* will be supported in appropriate locations within Caledon's existing *delineated built-up area*, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan.

4.2.2 A minimum of five percent of all new residential *development* will be directed to lands within the *delineated built-up area* shown on Schedule B2, Growth Management, on an annual basis to 2051. Opportunities to direct additional growth to the *delineated built-up area,* particularly the Highway 50 corridor in Bolton will be considered and addressed through an amendment to this Plan.

4.2.3 *Intensification* may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of *intensification*, including *infill* of vacant and underutilized lots, *redevelopment* at higher

densities, use of *additional residential units*, purpose-built rental, adaptive reuse, and *development* on former industrial and commercial sites, including brownfield sites.

4.2.4 In addition to residential *intensification*, *compatible* employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject to the policies of this Plan. Where permitted, some forms of mixed-use *development* will include commercial and/or institutional uses and associated employment.

4.3 Development in Designated Growth Areas

4.3.1 *Development* within *designated growth areas*, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 50 residents and jobs combined per gross hectare.

4.3.2 The minimum density target in *designated growth areas* will be measured over the entire *designated growth area*.

4.3.3 The Town will plan for *complete communities* within *designated growth areas* and *settlement areas* that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the *development* of high quality *public realm* and *compact built form*.

4.4 Growth Phasing and Coordination

4.4.1 The Town will collaborate with the Region to establish a Growth Management and Phasing Plan for the Urban System to identify a logical extension and sequencing of growth in the *designated growth area* and the *built-up area*, including plans for staging extensions or improvement of roads and services to support fully serviced and functional communities and *employment areas*.

4.4.2 *Development* and *redevelopment* within the Urban System will proceed according to the growth management and phasing policies of the Region of Peel Official Plan, planned servicing and the Town's Growth Management and Phasing Plan. *Development* and *redevelopment* will be staged and coordinated in alignment with the Region of Peel's Water and Wastewater Master Plan, Transportation Master Plans, and Capital Plans.

4.4.3 The Growth Management and Phasing Plan will sequence *development* to:

a) ensure the substantial completion of new community and employment areas before additional community and employment areas are opened up for development;

b) ensure that *development* in *designated growth areas* is planned, designated, zoned, and designed in a manner that:

   i) supports the achievement of *complete communities*;

   ii) supports *sustainable* transportation;

   iii) provides for the protection of the *natural heritage system* and water resource system;

   iv) schedule and finance the *infrastructure* required to support growth in conformity with the planned Town structure;

   v) provides for the orderly transition from agriculture, agricultural activities and related uses to support the continuation of *agricultural uses* for as long as practical;

   vi) identifies areas that can provide affordable housing and community infrastructure; and,

   vii) identifies opportunities for alternative and renewable energy systems, including district energy systems.

c) ensure that *development* is prioritized in areas with existing or planned higher residential or employment densities to optimize return on investment and financial sustainability, efficiency and viability of existing and planned services, such as transit and low carbon energy systems;

d) direct new *development* to occur adjacent to the existing built-up area and ensure that these areas have a compact form and a mix of uses and densities that allow for the efficient use of land, *infrastructure*, and *public service facilities*;

e) ensure that sufficient employment lands in appropriate locations will be available for employment growth in the planning period;

f) optimize wherever possible the use of existing *infrastructure* (sewer, water and roads);

g) address the improvement of live-work relationships, unit mix, and housing targets;

h) plan for a range of employment types

i) provide opportunities to locate population-related employment, institutional, and residential uses in higher density, mixed-use areas that are served by transit;

j) provide infrastructure that is feasible, efficient and financially *sustainable*, considering fiscal impacts to the Region and the Town; and,

k) identify priority areas for *development*.

4.4.4 Planned residential growth should occur in parallel with employment growth so that there is always an appropriate balance of residential and employment growth to support the *development* of *complete communities*.

4.4.5 When lands are to be made available for *development* according to the Growth Management and Phasing Plan, a secondary planning process will be initiated, in accordance with the policies of this Plan.

4.4.6 The Growth Management and Phasing Plan will identify *development* priority areas for the 2021 to 2036 period. These areas have been prioritized because they best support the continuing evolution of Caledon into a more *complete community*.

4.4.7 Notwithstanding the above, public *infrastructure* such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in the New Community Areas and New Employment Areas, subject to the availability of servicing *infrastructure* and other requirements of the Town and the Region.

4.4.8 Notwithstanding the above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of *development* contemplated by this Plan. Where unreasonable delay is occurring as determined at the Town's sole discretion, the identification of priority areas may be re-evaluated to the satisfaction of the Town in consultation with the Region.

4.4.9 The Town will work with school boards and agencies to ensure the necessary *infrastructure* and *public service facilities* are in place to accommodate the growth forecasted to 2051 and to facilitate the *development* of *complete communities*.

4.4.10 The Town will collaborate with school boards to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs.

4.5 Settlement Area Boundary Expansions

4.5.1 In identifying a new *settlement area* or allowing a *settlement area boundary expansion*, the Town will consider the following:

a) Based on the minimum *intensification* and density targets in this Plan and forecasted population and employment growth and related land requirements based on provincial guidance, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through *intensification* and in the *designated growth area*;

b) The proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, while minimizing land consumption;

c) The timing of the proposed expansion and the phasing of *development* within the *designated growth area* will not adversely affect the achievement of the minimum *intensification* and density targets in this Plan, as well as the other policies of this Plan;

d) The need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;

e) If there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;

f) The new or expanded *settlement area* provides for the phased progression of urban *development*;

g) Whether the applicable lands comprise specialty crop areas;

h) The evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;

i) Whether the new or expanded *settlement area* complies with the *minimum distance separation* formulae; and

j) Whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

Notwithstanding the above, Towns/Villages in the Protected Countryside of the Greenbelt Plan are subject to the settlement area boundary expansion policies of the Growth Plan for the Greater Golden Horseshoe.

4.5.2 The Town will identify a new settlement area only where it has been demonstrated that the *infrastructure* and *public service facilities* to support *development* are planned or available.

4.5.3 *Settlement area* boundary expansions into the *Natural Heritage System* of the Greenbelt Plan Area are prohibited.

4.5.4 *Settlement areas* outside the Greenbelt Plan Area are prohibited from expanding their boundaries into the Greenbelt Plan Area.

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5. CLIMATE CHANGE

Planning for climate change is at the forefront of every land use planning decision made in the Town of Caledon. The Town and community will do everything in their power to mitigate the effects of climate change at a scale aligned with global science, and to adapt to impacts of a changing climate system, including increased precipitation, heat and extreme weather. Climate change mitigation refers to reducing sources of greenhouse gases, such as burning fossil fuels for heating, electricity, and transportation, and enhancing carbon storage. Climate change adaptation refers to preparing for the impacts of a changing climate by reducing risk and vulnerability associated with extreme weather events and building resiliency to recover from them. Other strategies like supporting Caledon's *urban forest* can achieve both climate change mitigation and adaptation objectives.

Planning is an important tool in addressing climate change as decisions around land use and *infrastructure* "lock in" patterns of development and their associated emissions and climate risk for decades if not hundreds of years. With the scale of growth expected in Caledon, the Town has a unique opportunity to build low carbon and climate resilient communities that will benefit people and the environment. The climate change objectives and policy directions in this chapter will also be embedded in policies throughout this Plan. They aim to support the corporate goals, actions, and strategies identified in the Resilient Caledon Community Climate Change Action Plan.

5.1 Objectives

The planning objectives for climate change mitigation and adaptation are as follows:

a) support climate change mitigation by reducing greenhouse gas emissions in the Town by 36 percent below 2016 levels by 2030 and reach *net-zero* emissions by 2050;

b) support climate change mitigation by requiring new residential, employment and commercial buildings to meet the Town's *Green Development Standards* and encouraging the retrofitting of existing building for increased efficiency;

c) support climate change adaptation by preparing for the impacts of climate change that pose a threat to buildings, *infrastructure*, natural systems, safety, and the well-being of Caledon's residents and economy;

d) engage and empower citizens, households, businesses, and community groups to ensure the implementation of energy, emissions, and adaptation actions; and,

e) ensure a holistic approach to climate action that considers social equity and responsibility in addressing the risks and sharing the costs and benefits of actions throughout the municipality considering differing access to services, household incomes, economic opportunities, and *infrastructure* investment.

5.2 Pathway to Low Carbon Communities

The following policies are intended to support a transition to low carbon communities.

5.2.1 To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:

a) support the creation of compact, *transit-supportive*, and *complete communities*;

b) plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;

c) plan to meet or exceed the minimum *intensification* and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,

d) plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.

5.2.2 To support energy conservation and conversion, the Town will:

a) encourage the design and orientation of buildings and new communities to maximize passive solar energy gain and minimize energy loss from prevailing winds;

b) maximize opportunities for the implementation of *renewable energy systems* and *alternative energy systems* on a site-specific or district-wide basis;

c) encourage opportunities for conservation, energy efficiency and demand management such as high performance building envelopes and ventilation systems; and,

d) encourage the shift away from natural gas in favour of renewable and alternative energy generation, including but not limited to, low carbon district energy heating and cooling systems, microgrids, geo-exchange systems, air source heating and cooling pumps, anerobic digestion, and waste heat recovery.

5.2.3 To enhance carbon storage and sequestration, the Town will:

a) establish landscaping requirements and promote tree planting to improve air quality and provide shade within the Caledon *urban forest*;

b) increase the carbon sequestration potential of parks through tree planting and *urban agriculture*;

c) protect *prime agricultural areas* within the Rural System, which provide long-term carbon storage benefits; and,

d) protect, restore and enhance natural features and areas.

5.2.4 The Town will require all *major development* proposals to submit an alternative and *renewable energy systems* feasibility study, where appropriate, including the consideration of solar and geothermal energy installation and district and other low carbon energy systems.

5.2.5 The Town will consider programs and initiatives that encourage property owners to retrofit buildings to improve energy efficiency or install electricity-based heating systems such as radiant heating or heat pumps.

5.2.6 The Town will advocate for updated Ontario Building Code standards so that new construction will better withstand extreme weather events and be more energy efficient (e.g., Net Zero Ready Homes) by 2030.

5.2.7 Where a low carbon or district energy system is in place, the Town may require new buildings, including municipal buildings, to connect to the system.

5.2.8 The Town will encourage large-scale solar photovoltaic installations in appropriate locations, such as the rooftops of commercial and employment buildings or parking structures.

5.2.9 The Town will work with other levels of government, agencies, and the private sector to investigate and implement strategies to minimize the impact of traffic-related air pollutants and greenhouse gas emissions.

5.3 Pathway to Climate Resilient Communities

The following policies are intended to support a transition to climate resilient communities.

5.3.1 To enhance the adaptive capacity of *infrastructure*, the Town will:

a) apply the Town's Risk and Vulnerability Assessment to inform decision-making;

b) ensure that *subwatershed* planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;

c) undertake *stormwater* management planning that, among other things, assesses the impacts of extreme weather events and provides direction for *green infrastructure* and *low impact development*;

d) promote *development* patterns that conserve, integrate and enhance *natural heritage system* and *water resource system* features, areas, and functions;

e) align with the climate adaptation requirements of Infrastructure Canada's Investing in the Canada Infrastructure Program, as amended; and,

f) integrate *green infrastructure* and *low impact development* such as green roofs, and permeable surfaces into the design of *infrastructure*, where possible.

5.3.2 To increase biodiversity, the Town will:

a) Protect, restore and enhance existing natural features and areas;

b) require native and climate adaptive plant species to be included in landscape plans for municipal parks and open spaces;

c) encourage native and climate adaptive plant species to be included in landscape plans for *development* subject to site plan approval.

5.3.3 To reduce the urban heat island effect, the Town will:

a) implement measures to protect, maintain or enhance the *urban forest* as set out in Section 5.5, Urban Forest; and,

b) promote green roofs and white roofs on residential, commercial, industrial, office and institutional rooftops.

5.3.4 The Town will encourage the use of large roof areas for clean energy generation, *stormwater* retention, heat reduction, and habitat creation.

5.3.5 The Town will encourage land stewardship activities such as reforestation, naturalization of public and private lands and low-maintenance landscaping.

5.3.6 The Town will collaborate with the Region of Peel and local health organizations to conduct climate change and health vulnerability assessments to prepare for the human health impacts of climate change.

5.4 Green Development Standards

5.4.1 The Town will establish *Green Development Standards*, to be implemented through the *development* application requirements in Chapter 27, Development Application Requirements, of this Plan.

5.4.2 The Town will establish minimum performance requirements as part of the *Green Development Standards* process along with guidelines, tools and templates to support compliance.

5.4.3 The *Green Development Standards* will encourage all new *development* to exceed the energy performance criteria of the Ontario Building Code, as well as establishing zero-emissions building standards.

5.4.4 The *Green Development Standards* will address matters including, but not limited to:

a) *green infrastructure* and *stormwater*;

b) building energy performance;

c) greenhouse gas emissions reduction from buildings and vehicles;

d) embodied carbon of building materials;

e) *active transportation* and community design;

f) parking;

g) zero-emissions vehicle *infrastructure*;

h) natural heritage *conservation*;

i) materials and waste;

j) measures for climate change adaptation; and,

k) water conservation and efficiency.

5.5 Urban Forest

Caledon's *urban forest* is comprised of all trees and their growing environment on public and private lands within the Town's boundaries. The *urban forest* is a vital component of a healthy, resilient, and *sustainable* Town. It provides ecological, social, and economic benefits to private landowners and the broader community, including:

- erosion prevention;
- hydrological and nutrient cycling;
- clean air;
- long-term carbon storage;
- microclimates and shade;
- habitat for wildlife;
- *linkages* between natural heritage features;
- visual relief;
- attractive streetscapes and landscapes; and,
- outdoor recreational opportunities.

5.5.1 Additional direction for the *urban forest* is provided in Part G, Section 25.8, Tree Protection, of this Plan. Caledon's *urban forest* will be protected and managed with the goals of:

a) maintaining and increasing the Town's canopy cover;

b) improving both species and structural diversity, as well as overall health; and,

c) being more evenly distributed across the Town.

5.5.2 The Town will encourage tree planting by all sectors of the community to contribute to the achievement of the Town's *urban forest* goals and targets.

5.5.3 The Town will investigate opportunities to set tree planting, maintenance, and tree canopy targets through the development of a Caledon Urban Forest Management Plan. The goals of the Caledon Urban Forest Management Plan may include, but not necessarily be limited to:

a) inventorying Caledon's *urban forest* and monitoring and assessing health, changes, and ecosystem services over time;

b) maintaining the health, structure, functions, and ecosystem services of Caledon's *urban forest*;

c) growing and enhancing the *urban forest* by increasing the Town's canopy cover and improving species richness, structural diversity, overall health and even distribution across the Town;

d) developing and implementing a strategic, proactive maintenance program pertaining to trees on public land;

e) protecting existing trees and their growing environment, woodland ecosystems, and other vegetation; and,

f) encouraging all members of the community to participate in these goals and build strong *urban forest* partnerships to help realize the vision for Caledon's *urban forest*.

5.5.4 Caledon's *urban forest* will be recognized as *green infrastructure* and as a natural asset, and trees and wooded natural areas will be incorporated into municipal asset management planning.

5.5.5 Through the development review process the Town will conserve and enhance its *urban forest* resilience by ensuring:

a) no net *negative impacts* by requiring an arborist report/tree inventory and protection plan, as necessary, that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement to the satisfaction of the Town in compliance with any Town Tree Conservation By-law and associated tree compensation requirements;

b) the protection of mature tree canopies in existing *settlement areas* is prioritized over removal and replacement or monetary compensation to the greatest extent practical, to help maintain the ecological benefits they provide and the character of an area;

c) where healthy trees are to be protected, appropriate tree protection zones, grading, and building setbacks are provided to ensure their long-term health;

d) the value of healthy mature trees notable for their age, distinctive character, species, rarity, size, and form will be prioritized by striving to protect and integrate them into public spaces;

e) encouraging the protection of trees that are part of *significant* hedgerows and *cultural heritage landscapes*, particularly through their protection and integration within the *public realm*;

f) appropriate planting locations and *sustainable* growing environments for trees are provided through suitable landscaped areas that include high quality soil and adequate soil volumes;

g) the application of best management practices and *green infrastructure* techniques where trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces to ensure their long-term survival, growth, and health;

h) a diversity of tree species is used, including species resilient to a changing climate; and,

i) non-native tree and shrub species that are invasive are not used.

5.5.6 Required tree replacement/compensation plantings do not replace the normal landscape planting requirements as part of the approval of any *development* or *site alteration*. Where tree replacement cannot be accommodated on-site, the Town may require cash-in-lieu of replacement trees elsewhere.

5.5.7 All public *infrastructure* work will first require an arborist report/tree inventory and protection plan, as necessary, that demonstrates tree preservation and protection both pre- and post-construction, and where preservation of some trees is not feasible, identifies opportunities for replacement. The arborist report/tree inventory and protection plan will be prepared to the satisfaction of the Town, in compliance with the Town's tree compensation requirements, and in accordance with applicable Conservation Authority requirements.

5.5.8 Development and implementation of woodlot management plans may be required prior to the conveyance of woodlands to the Town.

5.5.9 To support the management, protection, and enhancement of the *urban forest*, the Town will:

a) continue to promote public awareness and engagement initiatives that educate residents about the value of the Town's *urban forest* and encourage participation in its care and stewardship;

b) continue to promote the management and enhancement of the *urban forest* on public and private property; and,

c) work jointly with area municipalities, the Region of Peel and the Conservation Authorities to undertake *urban forest* studies and to develop strategies that will support programs and initiatives to maintain and enhance the *urban forest* canopy.

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6. CULTURAL HERITAGE

Caledon's cultural heritage reflects 13,000 years of human interaction with the land and includes tangible physical heritage as well as the intangible heritage of the perspectives, knowledge, and practices of current and past inhabitants.

Archaeological resources, *built heritage resources* and *cultural heritage landscapes* are irreplaceable. Providing for their *conservation* is an important part of the Town's decision-making and planning for future growth.

Caledon's *cultural heritage resources* will be *conserved* to ensure their continued contribution to the identity, character, vitality, economy, *sustainability*, and well-being of the broader community and of Indigenous communities.

6.1 Objectives

The planning objectives for cultural heritage are as follows:

a) respect the past while planning for the future;

b) engage and work cooperatively with Indigenous communities, residents, businesses, the Region of Peel, Conservation Authorities and other agencies to promote sound *conservation* practices;

c) use available powers and tools to ensure that all new *development* and *site alteration conserve cultural heritage resources*; and,

d) encourage and promote heritage *conservation* and stewardship to support *sustainable*, healthy, and prosperous communities.

6.2 General Policies

6.2.1 The Town will exercise the powers and apply the tools provided by legislation in implementing and enforcing its cultural heritage policies, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, the *Building Code Act*, the *Municipal Act*, the *Funeral, Burials and Cremation Services Act*, and the *Niagara Escarpment Planning and Development Act*.

6.2.2 To *conserve cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols, standards and guidelines, the Town:

a) may recognize or designate properties of cultural heritage value or interest;

b) will maintain a Heritage Register of properties of cultural heritage value or interest and other non-legislated inventories as required;

c) may establish *heritage conservation districts* and adopt heritage conservation district plans;

d) may, consistent with provincial standards, establish policies, procedures, plans, and guidelines for the identification, assessment, evaluation, management, use, designation, alteration, removal or demolition of *cultural heritage resources*, or changes to their heritage status;

e) may pass by-laws establishing standards for the maintenance of properties designated under the *Ontario Heritage Act*;

f) may pass a demolition control by-law to require, among other things, the issuance of a building permit for a replacement building prior to the demolition of a *cultural heritage resource* on a property on the Town's Heritage Register;

g) may pass by-laws providing for the entering into of easements or covenants for the *conservation* of property of cultural heritage value or interest;

h) may establish policies and/or guidelines to recognize the importance of cultural heritage context of villages and hamlets not subject to a heritage conservation district plan; and,

i) may establish programs and/or financial incentives to encourage cultural heritage *conservation*.

6.2.3 The Town will prepare a comprehensive Cultural Heritage Plan to provide a basis for additional official plan policies or initiatives to *conserve cultural heritage resources*.

6.2.4 Designated *cultural heritage resources* will be identified on Figure C3, Designated Cultural Heritage.

6.2.5 Where the Town is considering a proposal to alter, remove or demolish a *cultural heritage resource* that is protected under the *Ontario Heritage Act*, or repeal a designating by-law under the Act, it will ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:

a) how the proposal affects the *heritage attributes* and the cultural heritage value or interest of the *cultural heritage resource*; and,

b) options that reduce, minimize or eliminate impacts to the *cultural heritage resource*.

6.3 Heritage Conservation and Development

6.3.1 The Town may require the *conservation* of *cultural heritage resources* identified on the Heritage Register, including their integration into new *development*, through the development application approval processes.

6.3.2 The Town may require a cultural heritage evaluation report, heritage impact assessment and/or archaeological assessment prepared by a qualified professional in support of a proposed *development*, *redevelopment*, or demolition, including an *infrastructure* project. New or revised evaluations may be required if new information is discovered, if the scope or design of a development proposal changes significantly, or *archaeological resources* are identified.

6.3.3 A *cultural heritage resource* should be evaluated to determine its cultural heritage value or interest and *heritage attributes* before or concurrent with the preparation of any heritage impact assessment of proposed *development* on the *cultural heritage resource*.

6.3.4 The Town should require a heritage impact assessment and consider its outcome where *development* or *redevelopment*, including an *infrastructure* project, is proposed:

a) on, adjacent to, or in the immediate vicinity of, a designated heritage property;

b) within, adjacent to, or in the immediate vicinity of, the boundaries of a *heritage conservation district*;

c) within, adjacent to, or in the immediate vicinity of, a *cultural heritage landscape*; or,

d) on a property listed on the Town's Heritage Register.

6.3.5 When evaluating a *development* proposal, the Town will consider the interrelationship between *cultural heritage landscapes* and natural features and areas in accordance with the policies this Plan.

6.3.6 The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the *conservation* of any affected *cultural heritage resources*, and where appropriate, their integration into new development. Such *conservation* measures may include a heritage conservation plan,

development agreement, heritage easement agreement, securities, or any other such measure as may be supported by policy and legislation.

6.3.7 All options for on-site retention of buildings and structures of *significant* cultural heritage will be exhausted before resorting to relocation. Relocation of *built heritage resources* will only be considered through a cultural heritage impact assessment, structural assessment and heritage conservation plan that address retention and relocation.

6.3.8 *Cultural heritage resources* that are lost through development, *redevelopment*, or demolition, including an *infrastructure* project, should be documented and commemorated.

6.4 Archaeological Resources

6.4.1 The Town has prepared and will maintain an Archaeological Management Plan that includes mapping of *areas of archaeological potential*, policies and guidelines for the *conservation* and management of *archaeological resources*.

6.4.2 The Town will require the *conservation* or mitigation of sites of archaeological value and *areas of archaeological potential* as provided for under the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Municipal Act*, the *Cemeteries Act*, or any other applicable legislation.

6.4.3 Where a development may cause an impact to *archaeological resources* or *areas of archaeological potential*, an archaeological assessment by a qualified professional will be required in accordance with Provincial standards and guidelines, and in consultation with Indigenous communities. In addition:

a) Projects involving in-water works may require a marine archaeological assessment.

b) No site grading, servicing or other soil disturbance will be permitted without prior confirmation that Provincial licensing and resource *conservation* requirements have been met.

c) Further consultation with Indigenous communities may be required in accordance with Part G, Section 28.3, Indigenous Engagement, of this Plan.

6.4.4 *Archaeological resources* that are located on a proposed *development* site will be *conserved* in accordance with the recommendations of the approved archaeological assessment.

6.4.5 *Significant archaeological resources* should be conserved in place wherever possible.

6.4.6 Where *significant archaeological resources* must be *conserved* in place, only *development* and *site alteration* that maintain the heritage integrity of the site may be permitted.

6.5 Built Heritage Resources

6.5.1 *Built heritage resources* should be maintained in their original locations. The following alternatives will be considered, in order of priority, before a relocation is approved:

a) retention of the *built heritage resource* in place for its original use;

b) retention of the *built heritage resource* in place for an adaptive reuse approved by the Town;

c) relocation of the *built heritage resource* on-site; and,

d) relocation of the *built heritage resource* to an appropriate off-site location to the satisfaction of the Town.

6.5.2 Additions and alterations to a *built heritage resource* should be designed to conserve its cultural heritage value or interest and *heritage attributes*, as follows:

a) An addition should be set back from the principal façade of the original building.

b) The architecture of an addition or alterations need not replicate the architecture of the original building but should be *compatible* with and not overwhelm the original building.

c) The roof design and slope should be consistent with those of the original building, where appropriate.

6.5.3 Heritage buildings on properties included on the Heritage Register are exempt from the minimum height requirements of this Plan.

6.6 Reuse, Retention and Climate Change Resiliency

6.6.1 The Town may permit the adaptive reuse of a *built heritage resource* for *conservation* purposes, subject to the policies of this Plan.

6.6.2 The Town will encourage the *conservation* and adaptive reuse of historic mineral resource extraction areas and associated structures and features.

6.6.3 To enable the *conservation* of a heritage dwelling, the Town may permit the creation of a lot for a new detached dwelling, or *additional residential units* on the property containing the heritage dwelling, subject to the policies of this Plan and the designation of the heritage property under the *Ontario Heritage Act*.

6.6.4 The Town will encourage and consider the retention and *conservation* of historic landscaping or vegetation along streets and roads, except where removal is necessary because of disease, damage or to ensure public health and safety.

6.6.5 The Town should, in collaboration with property owners and government agencies, implement climate change resiliency measures and incentives to prevent and mitigate climate change risks to *cultural heritage resources*.

6.6.6 The Town may develop criteria to identify trees of cultural heritage value or interest and implement *conservation* measures for their protection.

6.7 Heritage Conservation Districts

6.7.1 The Town may establish *heritage conservation districts* under the *Ontario Heritage Act* where merited by the concentration and significance of *cultural heritage resources*.

6.7.2 Where designated under the *Ontario Heritage Act*, a *heritage conservation district*:

a) will be subject to applicable powers and tools for its *conservation*;

b) will be identified on the relevant schedules of this Plan; and,

c) may be subject to an area-specific land use designation and policies consistent with the applicable heritage conservation district plan.

6.7.3 *Heritage conservation districts* will be *conserved* through the careful consideration of any proposals for change within their boundaries, on *adjacent lands*, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, or removal, or for alteration within, adjacent to, or in the immediate vicinity of a *heritage conservation district*, the Town will be guided by this Plan, the applicable heritage conservation district plan, and any applicable policy, legislation, and guidance documents.

6.8 Cultural Heritage Landscapes

6.8.1 The Town may expand the Cultural Heritage Landscape Inventory through further site evaluations and consultation with Indigenous communities.

6.8.2 The Town may designate *cultural heritage landscapes* under the *Ontario Heritage Act* or conserve them through area-specific land use designations and policies that reflect Indigenous and/or settler perspectives.

6.8.3 Where designated under the *Ontario Heritage Act*, a *cultural heritage landscape*:

a) will be subject to applicable powers and tools for its *conservation*;

b) may be identified on the relevant schedules of this Plan; and,

c) may be subject to area-specific land use designations and policies consistent with any applicable heritage conservation plan.

6.8.4 Where designation under the *Ontario Heritage Act* is not practical (e.g., due to the scale of the landscape), a *cultural heritage landscape* may be subject to area-specific land use designations and policies.

6.8.5 *Cultural heritage landscapes* will be *conserved* through the careful consideration of any proposals for change within their boundaries on *adjacent lands*, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, or removal, or for alteration within, adjacent to, or in the immediate vicinity of a *cultural heritage landscape*, the Town will be guided by this Plan, and any applicable heritage conservation plan or guidance documents.

6.8.6 The Town may identify culturally important vistas, viewsheds, pathways and places, and implement measures to *conserve* their cultural heritage value or interest and *heritage attributes*.

6.8.7 The Town may identify historic roads, scenic vistas and viewsheds, and implement measures to *conserve* their cultural heritage value or interest and *heritage attributes*.

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7. DESIGN

The Town of Caledon is shaped by its abundance of nature, open space, and history. This has allowed the Town to evolve as a distinct place in Ontario – where urban areas have developed alongside the natural world and embraced our past, where growth is balanced with long-term benefits and the futures of each of our villages and hamlets, and where the needs of the community are placed first. To ensure this is how Caledon continues to grow, the following three key design principles will apply to all new growth:

- Preservation and Integration
- *Sustainable*, Quality, Compact Development
- Community Focused Design

These principles will guide each stage of the development process, from secondary plans to detailed site design. They are the intended to create distinct, resilient and *complete communities*. They help support the objectives of the Town's Resilient Caledon Plan, *Green Development Standards*, Active Transportation Master Plan and Parks Strategy.

7.1 Objectives

The planning objectives for design are as follows:

a) preserve the rural character of the villages and hamlets of the rural system and grow existing and new *settlement areas* of the Town as a network of vibrant, attractive and compact urban communities;

b) support and achieve a high standard of urban design to help create healthy *complete communities* that are *accessible*, walkable, attractive, thriving, innovative and inclusive;

c) promote and recognize excellence in innovation in architecture, urban design, *sustainable* building design and landscape architecture;

d) prioritize reuse, flexibility, adaptive building design, site design, community design and *public realm* design;

e) create a built environment of human-scale that respects, conserves and enhances *cultural heritage resources*, natural features and areas, important viewsheds, community character and streetscape in all aspects of design;

f) design individual site elements, buildings, structures and spaces to have mutually supportive relationships with one another and with other overall urban fabric and interrelated networks and systems; and,

g) promote arts and culture and encourage provision of public art in private and public developments.

7.2 General Policies

7.2.1 The Town will require high quality urban design through the implementation of this Plan and approved Town-wide Design Guidelines. Additional guidance is provided in Part G, Section 27.4, Implementing Design Excellence.

7.2.2 The Town-wide Design Guidelines will be reviewed and updated periodically to respond to emerging best practice design principles.

7.2.3 All development in the Urban System will:

a) achieve a high quality *public realm*, architectural design, prioritize *sustainability* and contribute to a high quality of life; and,

b) adhere to the design policies in Part F, Urban System.

7.2.4 New communities will:

a) be designed as *complete communities* through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for *sustainable* transportation modes;

b) demonstrate development of an integrated, connected and pedestrian focused *public realm*, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;

c) align new streets in a grid pattern wherever possible to create pedestrian-scaled development blocks to ensure connectivity and better provide for *active transportation*;

d) be designed with community amenities such as institutional and *community facilities*, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.

7.2.5 Reverse frontage lots, also known as rear lotting, should be avoided along Town arterial and collector roads by providing vehicular access from rear lanes or window streets (parallel local streets).

7.2.6 All industrial, commercial and residential buildings should include dedicated outdoor amenity areas located and sized appropriately to provide the health and well-being benefits associated with these areas. The size must be directly proportional to the number of staff or residents intended to access these areas, or as stipulated in the implementing zoning or Town-wide Design Guidelines.

7.2.7 The transition between the Urban System and the Rural System, will be achieved through:

a) appropriate setbacks and separation distances that include planted *buffers*;

b) step-backs for buildings with larger massing and scale;

c) introducing alternative land use types, parks or open space features; and/or,

d) increasing rear yard or side yard setbacks for residential and non-residential *developments*.

7.3 Streetscape and Street Design

Streets connect all aspects of the *public realm* – the network of public and private spaces to which the public has access.

7.3.1 New streets will be designed as complete streets through the coordination of site, building and landscape design on and between individual sites.

7.3.2 New streets will be public streets unless otherwise determined by the Town. Private streets, if deemed appropriate by the Town, will be designed to meet the objectives of new public streets.

7.3.3 New streets will be designed to:

a) provide access and municipal street addresses for new *developments*;

b) extend site lines and view corridors;

c) divide larger sites into smaller blocks;

d) include pedestrian and cyclist amenities to promote *active transportation*; and,

e) balance the needs and priorities of various users and uses within the right-of-way.

7.3.4 Boulevards will be well-designed to support coordinated landscaping, amenity spaces, setbacks, pedestrian-scale lighting, street furnishings, electric vehicle charging *infrastructure*, where feasible, and appropriate *green infrastructure* and *low impact development* measures.

7.3.5 The design of streetscapes should be consistent with the planned function of streets and neighbourhoods.

7.3.6 The Town will design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures.

7.3.7 Streetscapes should be designed to be:

a) flexible to respond to changing needs, trends and technologies over time; and,

b) resilient to predictable future conditions such as extreme weather events and public health requirements.

7.3.8 Streetscapes should incorporate *sustainable* design elements that support climate change adaptation and mitigation by:

a) contributing to the urban forest through tree plantings within streetscapes;

b) promoting *active transportation* and *green infrastructure*; and,

c) incorporating *low impact development* or other *green infrastructure* to assist in *stormwater* quantity and quality control.

7.3.9 To provide visual interest and delineate different transportation uses, different paving materials may be required to differentiate parking, driveways, access aisles, streets, sidewalks and pedestrian pathways.

7.3.10 Street tree planting will include a variety of native tree species, and where appropriate and necessary, hybrid species to ensure resiliency and avoid a monoculture of tree species.

7.3.11 Pedestrian and cyclist areas within street rights-of-way will be designed to:

a) accommodate additional sidewalk width, where appropriate, to encourage and in anticipation of high pedestrian volumes;

b) meet the standards of the *Accessibility for Ontarians with Disabilities Act*;

c) accommodate *infrastructure* and features to improve comfort and encourage pedestrian and cyclist use such as shade, seating and end of trip facilities; and,

d) accommodate sidewalk cafes, kiosks, and street vendors, wherever appropriate.

7.3.12 Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street will be provided in new and *infill development*s, to establish pedestrian linkages between the sidewalk and building entrances, and improve access for pedestrians, cyclists, and public transit users.

7.3.13 Pedestrian linkages should be incorporated into the design of new *development* and through large sites to create mid-block connections from internal areas to collector or arterial roads.

7.4 Universal Design

The Town is dedicated to creating inclusive communities that are compliant with the *Accessibility for Ontarians with Disabilities Act*, the Ontario Building Code and other *accessibility*-related legislation and regulations.

7.4.1 *Development* will demonstrate universal *accessibility* in accordance with the Town's Universal Design Policy and Multi-Year Accessibility Plan, as amended periodically, to ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

7.4.2 The Town's Accessibility Committee may review site plan control applications to ensure that the standards of the *Accessibility for Ontarians with Disabilities Act* are met.

7.5 Public Art

7.5.1 The Town will encourage new neighbourhoods and individual sites to be designed and redeveloped to incorporate public art as an integral component of *public realm* planning in order to enhance the enjoyment of the built environment while contributing to a sense of place, meaning and context.

7.5.2 Public art will be encouraged throughout the Town in priority locations. Public art may reflect local history or traditions or may commemorate *significant* persons or events.

7.5.3 The Town will encourage public art to be incorporated into large-scale private *development*s.

7.6 Community Focused Design

7.6.1 To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:

a) provide diversity of land uses in the neighbourhood;

b) meet daily needs of residents and workers;

c) create space for healthy, diverse, and engaging neighbourhoods to thrive;

d) signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;

e) activate public streets and open spaces through coordination of adjacent land uses and design of built form;

f) respect and enhance the *public realm* through building setbacks and boulevard design;

g) include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;

h) apply urban design best practices and a human-scale to commercial and industrial *development*; and,

i) integrate safety and crime prevention principles.

7.7 Site Design

The Town will ensure that the design objectives of this Plan are achieved through the design of new sites and *redevelopment* of existing sites.

7.7.1 Through the Site Plan Control process, the Town will:

a) consider individual site elements to improve the aesthetic quality of the *development* from the *public realm*, adjacent properties and on the *development* site;

b) ensure safe, comfortable and functional on-site and off-site circulation for all modes of transportation; and,

c) ensure site servicing components are functional, attractive and appropriately screened from view from the *public realm*.

7.7.2 Loading areas, utilities and mechanical equipment should be located and integrated within a building. Where not feasible, these elements should be directed away and screened from the *public realm.*

7.7.3 At grade or grade-related public spaces such as plazas, forecourts, and public courtyards should be provided where appropriate, particularly in densely populated areas.

7.7.4 Publicly *accessible* mid-block pedestrian connections should be included on larger sites. Mid-block connections should be direct, logical, and continuous to limit the need for added wayfinding measures.

7.7.5 Buildings should be sited to create safe, secure, *accessible* and usable internal spaces.

7.7.6 Where *development* is adjacent to *sensitive land uses*, *negative impacts* will be mitigated through techniques such as separation distances, landscaped planting *buffers* and building articulation.

7.7.7 Lighting

a) Lighting will be internally oriented within a property to minimize glare and light pollution on adjacent properties, environmentally protected areas or public streets. Dark sky compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements will be encouraged.

b) Lighting of street rights-of-way will provide a safe level of illumination onto the roadway and sidewalks.

c) Human-scaled or low-level lighting should be provided in locations with high levels of pedestrian activity including, but not limited to, pathways, transit stops and stations, parks, schools and other public buildings and spaces.

7.7.8 Signage

a) Exterior site signage within the *public realm* will be designed to comply with the Town's Sign By-law and be *compatible* with, and complementary to, the architecture of the building and the site design. Signage will be integral to the style of the *development* and streetscape and not dominate or clutter the streetscape.

b) Signage on properties designated under the *Ontario Heritage Act* will be *compatible* with the architecture and character of the designated property or

heritage conservation district, unless otherwise permitted by the Heritage Committee.

7.8 Built Form, Massing and Scale

7.8.1 The following section identifies design policies for the built form that is expected to be developed across the Town. The Town-wide Design Guidelines will provide further guidance to supplement the policies in this Plan.

7.8.2 Buildings should be oriented to create a strong street presence, with main entrances located to face the streets. Corner buildings should address both streets by providing articulated façades facing each street, and buildings at the end of terminating views or street intersections should have an increased architectural presence and should enhance and create view corridors and vistas.

7.8.3 New buildings will be designed and oriented to support a vibrant, active and pedestrian-oriented streetscape.

7.8.4 Buildings and public places located at gateways, major vista termini, or along view corridors will be given special design treatment through massing, architectural detailing, materials, building wall articulation, or any combination thereof, as appropriate. Buildings with frontage on arterial roads should have grading and storm servicing directed away from arterial roads towards internal streets.

7.8.5 Blank façades facing a street, open space or park should be avoided.

7.8.6 Building servicing, as well as parking, access, loading, and waste collection areas, should be integrated into the building design, located away from *sensitive land uses*, and be separated and screened from the *public realm*.

7.8.7 Commercial buildings should be designed to enhance the pedestrian experience.

7.8.8 The Town will promote bird-friendly building and site design.

7.9 Built Form – Building Types

New *development* will include a range of building types: low-rise, mid-rise and high-rise buildings. The Town-wide Design Guidelines will provide further guidance to ensure that new *development* is designed to fit within its existing and planned context.

7.9.1 A low-rise building is generally no taller than four storeys in height.

7.9.2 Mid-rise Buildings

a) A mid-rise building is generally five to 12 storeys in height or has a height less than the width of the right-of-way that it fronts onto.

b) Mid-rise buildings should be:

i) focused along Urban Corridors;

ii) oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood; and,

iii) designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, *buffers* and separation distances; and,

7.9.3 High-rise Buildings:

a) A high-rise building is generally 13 storeys or more in height.

b) High-rise buildings should be:

i) located in Urban Centres and along Urban Corridors where contextually appropriate;

ii) oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood

iii) designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, *buffers* and separation distances; and,

c) A high-rise building should typically consist of three portions: a base, tower and top.

i) The base portion of a high-rise building should be designed to:

- provide natural surveillance of the *public realm* by incorporating glazing, doors, windows, balconies and space for active uses at grade; and,
- maximize connectivity and reinforce the *public realm*.

ii) The tower portion of a high-rise building should be designed to:

- mitigate the physical and visual impacts of the tower on the *public realm*; and,
- limit the impact of wind and shadows on the *public realm*.

iii) The top portion of a high-rise building should be designed to contribute to the surrounding skyline character and integrate rooftop mechanical systems into the building design.

d) The design of sites with two or more high-rise buildings should consider tower size, placement, separation, and overlap to:

i) limit undesirable microclimate conditions;

ii) preserve the sky view from the pedestrian realm; and,

iii) create a dynamic skyline.

7.10 Parking

7.10.1 Parking to support new *development* in *strategic growth areas* is encouraged to be integrated within buildings, located below grade and/or in screened structured parking facilities to reduce or eliminate the need for surface parking.

7.10.2 Where an above-ground structured parking facility is deemed appropriate by the Town, it should be screened from view from the *public realm* with façades of high quality architectural design and landscaping treatments. Street-related uses should be included at grade, where appropriate, to contribute to an active pedestrian realm.

7.10.3 Surface parking areas should generally be located on site at the rear or side of buildings and not between the front of a building and the street.

7.10.4 Surface parking areas should incorporate planted landscaped areas that:

a) clearly define vehicular and pedestrian circulation routes;

b) are sufficiently sized to support the growth of trees and other vegetation;

c) effectively screen parked vehicles from view from the *public realm*; and,

d) provide shade, wind break, and visual relief from hard surfaces.

7.10.5 Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.

7.10.6 Preferential parking for carpooling and electric vehicle charging *infrastructure* should be incorporated into parking areas, where appropriate.

7.10.7 Truck and/or trailer parking, staging or loading areas should not be located between the front elevation of a building and a public street and will be screened from the *public realm*.

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8. ECONOMIC OPPORTUNITIES

The Town is well-positioned to benefit from the growth that is forecast for the Region, especially in the targeted employment fields of:

- advanced manufacturing;
- agri-food and food science;
- agriculture, including value-added agricultural businesses;
- tourism, including tourist-related service industries;
- arts and culture; and,
- the knowledge, innovation, technology and creative industry sectors.

It is a guiding principle of this Plan to support strategic and innovative economic opportunities. The intent is to enable the strategic *development* of the Town's employment lands to maximize long-term job growth and economic prosperity, and support the retention and expansion of businesses, and revitalization of main streets. In addition to urban *employment areas*, the rural economy including the tourism sector provides a range of business opportunities and jobs. The retail sector is also an important aspect for the growth of the community by serving the Town's residents and business needs.

The Town's location within the Greater Golden Horseshoe provides access to extensive regional transportation *infrastructure*, future greenfield *development* opportunities and a skilled workforce, appealing to future investors, workers, and visitors to the Town.

The policies in this chapter are intended to support growth management policies in Part B, Growth Management, and applicable land use designations in Part E, Rural System, and Part F, Urban System.

8.1 Objectives

The planning objectives for economic opportunities are as follows:

a) facilitate a *sustainable*, environmentally sound and diverse local economy;

b) attract and retain a talented labour force;

c) generate opportunities and provide support to residents, entrepreneurs, and investors;

d) welcome services and technologies responsive to the impacts of and solutions to climate change;

e) promote tourism, cultural and recreational opportunities;

f) streamline and improve processes and processing timelines to support *development*;

g) support the *agricultural system* and the local food economy through a range of activities and amenities including investment in agricultural services, value-added food processing, local distribution, consumption, and disposal;

h) promote economic *development* opportunities to support a low carbon energy transition; and,

i) encourage innovation to reduce the carbon footprint of *employment areas* and ensure resilience to extreme weather.

8.2 General Policies

8.2.1 The Town will plan for, and protect, *employment areas* for a variety of employment uses, and will require a diverse range of employment uses to help achieve the projected forecasts, accommodate a variety of employment uses as locational and market trends require, and accommodate industry clusters identified in the Town's Economic Development Strategy.

8.2.2 The Town will ensure adequate, *development* ready employment land supply necessary to allow for continued employment growth and facilitating *intensification* of *employment areas* to efficiently use existing *infrastructure* and meet employment growth projections.

8.2.3 To ensure that the agricultural sector continues to thrive while Caledon grows, the Town will:

a) provide flexibility and support to diversify the agricultural economy;

b) encourage and promote *urban agriculture* and farmers' markets in the urban areas and rural *settlement areas*;

c) support commerce in the *rural area*, including farm roadside sales, and tourism-supportive uses in Villages and Hamlets;

d) encourage the use of vacant and underutilized lands, utility corridors and public lands for the establishment of community gardens where appropriate;

e) attract and promote innovative and *sustainable* food science, agricultural and agri-food processing investment;

f) support appropriate transportation *infrastructure* for agricultural vehicles and equipment;

g) work with the Region of Peel on water and wastewater services that support agricultural needs; and,

h) work with the Province to expand opportunities for the *development* of *on-farm diversified uses* throughout the *rural lands* of the Oak Ridges Moraine Conservation Plan Area in Caledon.

8.2.4 The Town will plan for higher density employment, such as office *development* and major institutional uses, to occur in the Caledon GO *major transit station area* (also identified as an Urban Centre), neighbourhood centres, urban corridors and other areas where there is a supportive transportation network.

8.2.5 The Town will plan for and develop employment and industrial uses near and adjacent to *major goods movement facilities and corridors*, including highways, rail facilities, airports, haul routes, major truck terminals, and *major facilities*, to serve as a transition *buffer* with sensitive uses.

8.2.6 The Town will encourage the *redevelopment* of industrial and commercial sites, including brownfield sites, in accordance with the policies of this Plan.

8.2.7 To ensure that *employment areas* are adequately serviced by transportation *infrastructure*, the Town will:

a) ensure the design and *development* of e*mployment areas* that are easily *accessible* through all transportation modes, including transit, *active transportation* and automobile; and,

b) facilitate an efficient goods movement network connecting e*mployment areas*.

8.2.8 The removal of lands from e*mployment areas* is only permitted in accordance with the Provincial Planning Statement and policy 23.3.1 of this Plan.

8.2.9 The Town will create a diverse economy by encouraging services and technologies responsive to the impacts of climate change by:

a) Supporting innovation and private investment in industries and businesses that promote solutions to climate change or have low carbon operations, and,

b) Promoting incentives where significant green technologies are utilized in site design, building design and business operation.

8.3 Land Use Compatibility

8.3.1 *Major facilities* and *sensitive land uses* will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

8.3.2 The Town will plan for and develop employment and industrial uses near and adjacent to *major goods movement facilities and corridors*, including highways, rail facilities, airports, haul routes, major truck terminals, and *major facilities*, to serve as a transition *buffer* with sensitive uses.

8.3.3 To ensure the long-term operational and economic viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment, the planning and *development* of any proposed adjacent *sensitive land uses* is only permitted if potential *adverse effects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards, and procedures.

8.4 Tourism

8.4.1 The Town will prepare, implement, and promote a Tourism Strategy, as amended from time to time.

8.4.2 The Town will develop and implement a Caledon Culture Plan that documents, identifies, and supports community, cultural heritage, diverse groups, and Indigenous history.

8.4.3 The Town will investigate the feasibility of implementing a Rural Community Improvement Plan Area and associated policies and financial programs to support the agricultural and tourism sectors located within the Rural System.

8.5 Planning for Specific Uses

8.5.1 Bed and Breakfasts and Other Short-Term Accommodations

a) Bed and breakfast uses may be permitted subject to the following criteria:

i) The number of guest rooms will be limited in the zoning by-law;

ii) The use is *compatible* with surrounding uses and will not have an *adverse effect* on the enjoyment and privacy of neighbouring properties;

iii) Adequate parking facilities are available on the lot for the proposed use;

iv) The use will not cause traffic impacts; and,

v) The signage advertising the use is to be designed and located in accordance with the Town's Sign By-law, as amended from time to time.

b) The Town will conduct a study of other short-term accommodations in the Town, such as the temporary rental of homes via online listings, and to implement the findings of the study through a future amendment to this Plan, and/or via a zoning by-law amendment, licensing by-law or other implementation mechanism.

8.5.2 Home Occupations and Home Industries

a) Home occupation uses will:

i) be *compatible* with surrounding uses and not have an *adverse effect* on the enjoyment and privacy of neighbouring properties;

ii) be located in a primary or *accessory facility*;

iii) preserve the character of the dwelling as a private residence;

iv) provide adequate on-site parking facilities for the use, in addition to the parking required for the principal residential use on the property, and is provided in locations *compatible* with surrounding land uses;

v) minimize signage advertising and locate in accordance with the Town's Sign By-law, as amended from time to time; and,

vi) not include open storage.

b) Private home day cares will be permitted as a home occupation in accordance with the provisions of the Zoning By-law.

c) A private home day care will be permitted if there is sufficient parking for the private home day care for drop-off and pick-up of users, in a manner that is *compatible* with adjacent residences, as set out in the Zoning By-law.

d) Home industries will be conducted wholly within a building or structure and will be secondary to the primary use of the property.

e) Home industries will be permitted subject to the following:

   i) Any *accessory* retail sales will only consist of products produced directly in conjunction with the home industry;

   ii) No open storage is permitted; and,

   iii) The home industry will be located and sited to be *compatible* with adjacent uses and not have a *negative impact* on the enjoyment and privacy of neighbouring properties.

8.5.3 Live-Work Units

a) Live-work units will generally take the form of townhouses or ground floor, street-related apartment units within a mixed-use or multi-unit buildings.

b) Live-work units may be permitted in the following designations:

   i) Villages and Hamlets

   ii) Neighbourhood Areas

   iii) Neighbourhood Centres

c) Permitted uses include, but are not limited to:

   i) Residential dwelling;

   ii) Convenience retail;

   iii) Personal service shop;

   iv) Specialty food store;

v) Small-scale day care centre;

vi) Office;

vii) Business service;

viii) Small-scale commercial school;

ix) Small-scale food service;

x) Art gallery:

xi) Artist studio;

xii) Convenience store;

xiii) Pharmacy;

xiv) Dry cleaning depot;

xv) *Accessory* apartments;

xvi) Small-scale crafts or small-scale repair uses, excluding small engine repair, the repair of automotive, heavy appliances or other similar heavy equipment; and,

xvii) Food or beverage sales that are *accessory* to the uses above.

d) Permitted uses should be compatible with surrounding uses and will not have an *adverse effect* on the enjoyment and privacy of neighbouring properties.

e) A high standard of design is to be achieved for live-work units, including:

i) *Age-friendly* and universal barrier-free design standards and no-step entrances where possible;

ii) Required detailed design guidelines in association with an application for live-work units; and,

iii) Units will generally be located on collector or arterial roads.

8.5.4 Drive-Throughs, Car Washes and Automobile Service Stations

a) Drive-throughs, Car Washes and Automobile Service Station uses will only be permitted where explicitly noted in this Plan, including as an *accessory use*.

b) Drive-through service facilities may be considered in Villages and Hamlets where it can be demonstrated that the intent of the Plan is met and subject to site plan control and Design Guidelines of the Town.

c) Drive-throughs, car washes and automobile service stations will be located in the interior or rear portions of lots.

d) Drive-throughs, car washes and automobile service stations will not locate adjacent to existing residential uses.

e) A drive-through may be permitted where it can be demonstrated through studies, to be determined during pre-consultation with the Town, that all the components of the drive-through facility including the queuing lane, order station, and any feature which has the potential to generate noise, have appropriate setback(s) when abutting a residential zone or a lot containing a residential use, or any other sensitive land use.

f) A drive-through must demonstrate sufficient storage for queuing without impacting adjacent facilities or rights-of-way.

g) For the purpose of establishing setbacks from *sensitive land uses*, proponents will be required to submit appropriate studies, to be determined during pre-consultation with the Town, to identify potential impacts of the proposed facility and determine mitigation measures that will minimize the impacts on surrounding *sensitive land uses*. Studies submitted by proponents will be peer reviewed by professional consultants selected by the Town.

h) The Town will develop Terms of Reference to guide the preparation of studies for determining setbacks from *sensitive land uses*, including the process for retaining peer review consultants by the Town with costs of the peer review to be borne by the proponent.

i) The safety and *accessibility* of pedestrians and cyclists regarding the location, orientation and design of drive-through uses will be assessed through Site Plan Control.

j) Landscaping will be required to screen the visual impact of drive-throughs from the streetscape and contribute positively to air quality.

k) A suitable setback will be provided from any drive-through or car wash and *key natural heritage feature* or *key hydrologic feature*, including a minimum 30 metre *vegetation protection zone*.

l) *Accessory* convenience retail and/or restaurant uses associated with an automobile service station will be encouraged to be located close to the sidewalk with direct pedestrian access to the pedestrian walkways.

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9. HOUSING

The Town recognizes its role to create opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents. The Town will establish housing targets and will adapt to innovative designs and trends as they may contribute to the goals of this chapter and the Plan as a whole. This will take the form of *intensification*, *additional residential units*, *inclusionary zoning* and purpose-built *affordable housing*, and will involve collaborative efforts with neighbouring municipalities, the Region, the Province, and local stakeholders.

9.1 Objectives

The planning objectives for housing, in collaboration with the Region, are as follows:

a) achieve Peel-wide new housing unit targets to meet the diverse housing needs of the Town, including the needs of different income groups, people with additional needs and *accessibility* requirements and the needs of people through all stages of their lives;

b) maintain and develop purpose-built rental housing through targets for rental tenure units;

c) achieve minimum density targets within *major transit station areas* to ensure that communities surrounding *higher order transit* stations are efficient, walkable and transit-oriented;

d) encourage gentle density housing including *additional residential units* in all residential areas;

e) improve the supply of non-market and *supportive housing* in the Town;

f) aim to increase the number of residential dwelling units that incorporate *universal design* features; and,

g) promote energy efficiency measures in existing and new residential *development* and alignment with the Town's *Green Development Standard*.

9.2 General Policies

9.2.1 The Town of Caledon will contribute to Provincial and Regional growth forecasts by planning to accommodate 90,000 new residential units by 2051.

9.2.2 To ensure that an adequate supply of housing is available at all times, the Town will maintain:

a) At least a 15-year supply of land *designated and available* for residential *development*, *redevelopment*, and residential *intensification*; and,
b) A minimum three-year supply of residential units with servicing capacity in draft approved or registered plans.

9.2.3 The Town will conduct an affordable housing study and inclusionary zoning assessment report to consider *inclusionary zoning*, modular/temporary housing and rural housing, among other things. The findings of the study and inclusionary zoning assessment report will inform future amendments to this Plan.

9.2.4 The Town will work in collaboration with the Region of Peel and other local municipalities to promote, implement, monitor, evaluate and update the Regional Housing Strategy including the implementation of new social housing, affordable rental, affordable ownership, and market housing targets as established in the Peel Housing and Homelessness Plan (PHHP), as appropriate and applicable to the Town.

9.2.5 The Town will allow for the creation of diverse housing types and tenures through local zoning by-laws where there is sufficient existing or planned *infrastructure* to ensure the efficient use of existing resources and public services.

9.2.6 To support the diversification of the housing stock, the Town will work with the Region to:

a) achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in *strategic growth areas* identified in Part B and identified as *major transit station areas* on Schedule C1, Town-wide Transportation Network, of this Plan;

b) *development* containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;

c) encourage a mix of unit sizes in all new residential *developments* to accommodate diverse households; and,

d) consider flexible, innovative housing types and tenures.

9.2.7 All proposed housing *developments* will be subject to review based on the *Green Development Standards* established in accordance with Section 5.4 of this Plan.

9.2.8 The Town will require a *housing assessment* in support of a *development* application proposing more than 50 dwelling units. The *housing assessment* will be prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:

a) contributions made to all housing targets identified by the Town and Region;

b) the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of *affordable housing*;

c) identification and conveyance strategy for *affordable housing* in consultation with the Region of Peel; and,

d) where the proposed *development* is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal *accessibility* objectives.

9.3 Missing Middle Housing

9.3.1 The Town will allow a diverse range of housing in all residential and mixed-use areas to support the supply of relatively affordable *missing middle* housing options.

9.3.2 To support the evolution of *complete communities*, the Town will:

a) expand zoning permissions town-wide to support gentle density in areas that are *transit-supportive* to allow for innovative and diverse housing options;

b) restrict new low-rise detached and semi-detached housing forms within *major transit station areas*.

9.4 Rental Housing Supply

9.4.1 To support the diversification of housing tenure, the Town will work with the Region to implement the target that a minimum of 25 percent of all new housing *developments* be purpose built rental housing.

9.4.2 To ensure that the existing supply of rental housing in the Town is maintained or increased, the Town will:

a) maintain a record of purpose-built rental buildings of six or more units; and,

b) develop an implementation process and criteria to monitor the demolition or conversion of purpose-built rental properties of six or more units.

9.4.3 The conversion of rental housing to condominium or ownership tenure that would result in the loss of six or more rental housing units will not be permitted unless:

a) at least the same number, size, affordability and type of rental housing units are replaced and maintained with rents like those in effect at the time the *development*, *redevelopment*, or conversion application was made;

b) an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship; or,

c) the overall rental vacancy rate for the Town (or the Region of Peel if data is not available for the Town), as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 percent for the preceding four consecutive annual surveys.

9.4.4 The Town will encourage the provision of rental housing in appropriate mixed-use *developments* in *strategic growth areas*, transitional areas, and employment land where conversion/*redevelopment* is supported.

9.4.5 The Town will encourage the provision of live-work opportunities including business or personal services, office uses and home occupations in new multi-unit residential *developments*, in accordance with the policies of this Plan.

9.5 Town Structure and Housing Distribution

9.5.1 Rural System

a) Residential growth in the Rural System will be directed to rural *settlement areas* in order to maintain a contiguous *agricultural system*.

b) Villages, Hamlets and other Rural System land uses will have a moderate increase in housing due to their limited capacity to absorb and support medium to high density *development*.

9.5.2 Urban System – Corridors and Centres

a) The greatest residential densities and building heights will be focused within the Urban and Neighbourhood Centres and along the Urban Corridors identified in the Town Structure. Housing options in these areas will include *multiplexes, multiple attached dwellings*, apartments, and *retirement homes*.

b) The Town may pre-zone *strategic growth areas* to support *intensification* and expedite the supply of housing.

c) Access to a *multimodal transportation system* will be prioritized in the consideration of higher density *developments*.

d) New multi-unit residential *development* will include adequate amenity areas to support family-friendly multi-unit living, *age-friendly* initiatives and create *complete communities*. The Zoning By-law and Urban Design Guidelines will address amenity areas for each residential typology.

9.6 Adaptive Reuse and Infill

9.6.1 To encourage residential *intensification* in areas with sufficient existing or planned *infrastructure* and *community facilities* while maintaining the ability to meet the need for employment lands, the Town will encourage a greater mix of uses by permitting *infill*, adaptive reuse of existing properties, and the conversion of non-residential uses to housing.

9.6.2 *Infill* opportunities and co-*development* of *affordable housing* with *public service facilities* will be encouraged.

9.6.3 The Town will support the adaptive reuse and/or conversion of vacant or underutilized publicly or privately owned buildings for residential use.

9.7 Additional Residential Units

9.7.1 Subject to the policies of this Plan, the Provincial Planning Statement and applicable Provincial plans and regulations, a maximum of two *additional residential units* may be permitted on a lot in conjunction with a detached, semi-detached or townhouse dwelling, which may include:

a) two attached *additional residential units* within the primary dwelling; or,

b) one *additional residential unit* within the primary dwelling and one *additional residential unit* within an ancillary structure to the primary dwelling.

9.7.2 The severance of an ancillary structure containing an *ancillary residential unit* will not be permitted.

9.7.3 All *additional residential units* in existing or new *developments* are subject to:

a) the requirements of the Ontario Building Code, the Town's Zoning By-law, and any applicable *Planning Act* and Conservation Authority regulations; and,

b) the Town-wide Design Guidelines.

9.7.4 *Intensification* will not occur within *natural hazards* or in areas rendered inaccessible to people and vehicles during times of flooding and/or *erosion hazards*.

9.7.5 Subject to sufficient public or private water and wastewater servicing capacity, servicing for *additional residential units* is to be connected through the primary dwelling.

9.7.6 Requirements for on-site parking and minimum yards/setbacks for access to dwelling units will be established through the implementing zoning.

9.7.7 Urban Residential Properties

a) Large residential *developments* on sites two hectares or greater in size are encouraged to include a minimum of one *additional residential unit* within each detached and semi-detached dwelling unit.

b) In order to contribute to rental housing stock, low density residential *developments* within or abutting *strategic growth areas* should aim to provide a minimum of one occupancy-ready *additional residential unit* within at least 50 percent of new detached, semi-detached and townhouse dwelling units.

9.7.8 Rural Properties

a) On properties outside *settlement areas* within Provincial plan areas where residential uses are permitted, *additional residential units* will be subject to any applicable limitations identified in the Provincial Planning Statement, Greenbelt Plan, Oak Ridges Moraine Conservation Plan or Niagara Escarpment Plan, as the case may be.

b) On properties outside *settlement areas* where residential uses are permitted and not subject to any Provincial plan limitations with respect to *additional residential units*, *additional residential units* will be permitted where zoning allows, where

servicing is sufficient as identified in the Ontario Building Code and in accordance with Section 17.6 and Policy 17.9.1.

9.8 Affordable and Attainable Housing

9.8.1 The Town will work toward achieving the Regional goal of 30 percent of all new housing units meeting the threshold of *affordable housing*. Further, *affordable housing* thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.

9.8.2 The Town will require a *housing assessment* in support of a development application proposing more than 50 dwelling units. The *housing assessment* will be prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:

a) contributions made to all housing targets identified by the Town and Region;

b) the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of *affordable housing*;

c) identification and conveyance strategy for *affordable housing* in consultation with the Region of Peel; and,

d) where the proposed development is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal *accessibility* objectives.

9.8.3 The Town will work with the Region and Peel area municipalities to develop and implement alternative development standards for affordable and *supportive housing*, including reductions of parking requirements, permitting innovative construction methods such as prefabricated modular building, and allowing smaller units, such as tiny or microhomes, which meet health and safety standards.

9.8.4 A balanced geographical distribution of *affordable housing*, including non-profit or assisted *supportive housing*, will be encouraged with an emphasis on placement near *transit-supportive* locations.

9.8.5 Site Identification and Pre-zoning

a) The Town will maintain an inventory and consider selling or leasing surplus publicly owned properties that have been deemed appropriate for the development of *affordable housing* at or below market value.

b) The Town will work with the Region to identify and pre-zone sites for *affordable housing*, including vacant or underutilized sites.

9.8.6 Innovative Methods

a) The Town will support strategies that reduce the cost of *affordable housing*, such as low-cost housing using innovative techniques like prefabricated and manufactured housing, and tiny houses as *additional residential units* or as cluster housing.

b) The Town will support developments that propose innovative home-ownership methods including shared equity housing, rent-to-own developments, land leases, community land trusts and co-operatives, among others.

9.9 Inclusionary Zoning

9.9.1 As provided in Chapter 25, Implementation Tools, the Town may establish *inclusionary zoning* policies, through an amendment to this Plan, to require *affordable housing* units as part of developments in *major transit station areas* or community planning permit areas. The policies would:

a) establish minimum unit thresholds for *inclusionary zoning* to apply and a percentage of the gross floor area, or an equivalent percentage of units, to be secured as *affordable housing*;

b) establish requirements for diverse unit sizes and styles to accommodate local needs with an emphasis on units with two or more bedrooms;

c) consider reduced requirements based on market conditions and planning objectives of each *major transit station area*, as well as other potential factors (e.g., public sector investments, land use or zoning changes) that may increase project viability;

d) consider reduced *inclusionary zoning* requirements for purpose-built rental developments;

e) prioritize affordable units secured through *inclusionary zoning* to be provided on-site;

f) ensure rental rates or sale prices of units secured through *inclusionary zoning* meet the affordability thresholds identified in this Plan and are consistent with measuring and monitoring undertaken for the Peel regional market area;

g) consider reduced *inclusionary zoning* requirements for developments proposing units at rates that are affordable to those with low income; and,

h) establish a phasing and implementation plan that incorporates *inclusionary zoning* based on market conditions.

9.10 Housing Options for a Diverse Population

9.10.1 Universal Design

a) The Town will collaborate with the Region of Peel, the building industry, *accessibility* experts, and older adult stakeholders to develop and implement guidelines for *universal design* to ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

b) The Town will require the inclusion of *universal design* features in all new multi-unit residential development, *redevelopment*, and *intensification* that will result in multiple units.

c) The Town may consider employing financial and non-financial incentives to encourage the inclusion of *universal design* elements in a higher percentage of new residential units.

9.10.2 Shared and Supportive Housing

a) The Town will permit the development of *shared housing* including residential care homes, *supportive housing*, including *additional needs housing*, and retirement units in all communities across Caledon where residential uses are permitted or currently exist.

b) The Town will encourage *shared housing,* and *supportive housing*, including *additional needs housing*, in locations with convenient access to existing or planned *infrastructure*, amenities, and support services.

c) The Town will encourage *supportive housing* within the Town to be designed with the highest regard for *accessibility* and be *compatible* for all residents.

d) The Town will work with the Region of Peel and non-profit organizations, and other community-based agencies, in the provision of *shared housing* to support the Town's residents.

9.10.3 Single Room Occupancy Housing (Lodging Houses)

a) The Town will allow single room occupancy in all designations that allow residential uses. The Zoning By-law will allow for single room occupancy as either stand-alone new buildings, integrated into new developments, or repurposed from existing buildings.

9.10.4 Non-Market Housing

a) Non-market housing, including emergency shelters, women's shelters, youth shelters, family shelters and transitional housing will be allowed in all land use designations that permit residential uses.

b) The Town will work with the Region of Peel to monitor new non-market or *supportive housing* stock on an annual basis and to measure these against the identified housing targets.

c) To increase the share of non-market housing in Caledon, the Town will consider the feasibility of offering a property tax reduction for property owners who donate or lease their property at below-market rates to community agencies to increase the supply of *affordable housing*.

10. PUBLIC SERVICE FACILITIES

Public service facilities provide many fundamental functions for the community. They are places for people to interact, develop social ties and provide opportunities for recreation and exercise. These services and facilities provide an essential function for the community and have a bearing on our quality of life in the Town. *Public service facilities* can include facilities that provide programs and services for public health, social assistance and emergency response, as well as for developing social ties, recreation, and exercise. They include hospitals, long-term care facilities, libraries, and schools and more.

10.1 Objectives

The planning objectives for *public service facilities* are as follows:

a) coordinate planning and investment for *community facilities* and land use planning;

b) promote co-location of *community facilities* in community hubs to promote cost effectiveness;

c) adapt *community facilities*, such as community centres, as consolidated community hubs that provide a range of public services to residents in locations that are *accessible* and integrated with other related uses;

d) preserve and strengthen the range and quality of the social, health, *community facilities*, and *local institutions* located in the Town; and,

e) encourage multifunctional and shared use of public lands and buildings, where appropriate.

10.2 General Policies

10.2.1 The Town will collaborate and consult with various stakeholders to provide a range of community hubs and *community facilities* to serve the diverse needs of its residents.

10.2.2 Adequate and equitable access to *community facilities* will be encouraged by:

a) providing, preserving and adapting local *community facilities* and *local institutions* across the Town;

b) improving and expanding local *community facilities* and *local institutions* in established neighbourhoods that are under or poorly served, including *rural areas*; and,

c) ensuring that an appropriate range of *community facilities* and *local institutions* are provided in areas of major or incremental physical growth.

10.2.3 New *community facilities* will be directed to the new communities and built-up urban areas, where appropriate. The integration of *community facilities* with residential land uses will be encouraged, particularly to support older adults to age in place.

10.2.4 *Public service facilities* will be directed to *strategic growth areas* and encouraged to be co-located or incorporated into community hubs, where possible. Priority will also be given to maintaining and adapting existing *public service facilities* and spaces for community hubs.

10.2.5 Civic buildings should be designed as landmarks to establish character and a sense of place.

10.2.6 Improvements to, and the construction of *community facilities* will occur such that it keeps pace with development, especially in new communities, through:

a) improvements and expansions to existing parks, community centres, libraries, *local institutions*, and other *community facilitie*s;

b) the construction of new *community facilities* and *local institutions*;

c) adaptations to existing services to keep pace with changes in the social, health and recreational needs of the Town's neighbourhoods; and,

d) the development of partnerships to better utilize common indoor and outdoor amenity areas to supplement *community facilities*.

10.2.7 Public parks, public utilities and commissions and other public institutional or quasi-institutional uses, which provide services to the general community, may be permitted in the appropriate areas designated on Schedule B4, Land Use Designations, provided that:

a) any such use is:

i) needed in the area;

ii) can be made *compatible* with its surroundings; and,

iii) adequate measures are taken to ensure this *compatibility*;

b) adequate off-street parking is provided;

c) no buildings or structures are erected in areas of the Natural Environment System unless in accordance with the policies of Chapter 13, Natural Environment System;

d) no buildings or structures are erected in areas subject to natural or human-made hazards except in accordance with the policies of Chapter 16, Natural and Human-made Hazards; and,

e) limited non-residential public uses in the *Prime Agricultural Area* may only be permitted in accordance with the *Prime Agricultural Area* policies of Chapter 17, Agricultural Area and Rural Lands.

10.2.8 The Town will implement the policies of Chapter 14, Parks and Open Space, of this Plan and the Parks Plan, and monitor community needs for additional open space, *community facilities*.

10.2.9 Notwithstanding the foregoing, the development of electric power facilities may occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power. As such, electric power facilities are permitted in all land use designations without a Plan amendment provided that the planning of all such facilities is carried out having regard to the other policies of this Plan. Furthermore, the Town can participate in the Independent Electricity System Operator's planning processes to provide input into local plans and proponents will consult with the municipality on the location of any new electric power facilities during project development. The policies of Section 12.6, Utilities, also apply.

10.2.10 On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or the Protected Countryside designation of the Greenbelt Plan, new or expanded public uses must conform with any applicable Provincial plan policies.

10.3 School Sites

10.3.1 Schools should be co-located with parks and *community facilities* where possible and appropriate.

10.3.2 Through the secondary planning process, in consultation with the school boards, the Town will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.

10.3.3 The Town will work with school boards, developers and the Province to ensure that the educational needs of the growing population will be met. That all new lands designated institutional will be correspondingly zoned such that residential uses will also be permitted if a school or other institutional use is not developed or needed on all or a portion of the site.

10.3.4 Each school site will be of an area, configuration, orientation and location to the satisfaction of the respective school board.

10.3.5 The following alternative uses will be permitted where all or part of an elementary or secondary school site has been deemed surplus by the applicable school board:

a) other public institutional uses, parks or other open space uses that would continue to fulfill the role of the site as a focus of community activity and neighbourhood interaction particularly in areas where there is a parkland deficiency;

b) private institutional uses such as places of worship, private educational facilities, day care centres, and long-term care facilities and *retirement homes*; and,

c) residential uses provided the density of the proposed uses is generally consistent with surrounding residential uses.

10.3.6 The Town will work with school boards and other agencies to establish a variety of alternative educational opportunities that will meet the various needs of the Town's population and labour force, including life-long learning and adult skills development.

11. TRANSPORTATION

The Town of Caledon has developed transportation policies to ensure high quality mobility options are available to users of all ages, abilities and income levels. Caledon's *transportation system* is vital to the Town's economy and connects people to jobs, education, healthcare facilities, essential services, entertainment and recreation, and with loved ones. Businesses and residents rely on our *transportation system* to move goods and services safely and efficiently.

The Town envisions a *multimodal transportation system* that is safe, equitable, convenient, economical, efficient, minimizes environmental impacts, and manages future demand and congestion and is well-integrated with the land use and development within the Town and across the Region.

The Town recognizes that over half of Caledon's greenhouse gas emissions are attributed to transportation. This includes commuters, commercial vehicles, and trucks. A *sustainable* and low carbon *transportation system* is crucial for realizing the Town's objective of *net-zero* emissions by 2050 and supporting the Federal Government's commitment of 100 percent zero-emission vehicle sales by 2035. To reach *sustainability* targets and *net-zero* emissions, the Town intends to reduce single-occupant vehicle dependency by supporting and promoting *sustainable* modes through:

- efficient local and inter-regional transit connections;
- the introduction, implementation and periodic update of an Active Transportation Master Plan;
- people-first complete streets design principles;
- parking strategies that balance modal choice objectives with operational needs;
- support for carpooling and carsharing initiatives; and,
- support for the use of zero-emission vehicles through the implementation of more electric vehicle charging *infrastructure*.

High volumes of truck and commuter traffic passing through the Town places an additional burden on Caledon roads and financial resources, and impacts residential neighbourhoods. Growth in inter-regional traffic should be serviced by improvements to the Provincial road network including the planned Highway 413 Transportation Corridor, and the Highway 10 corridor. The Peel Regional road network should facilitate and address the goods movement needs in southern Caledon as growth occurs.

The Town also recognizes the dominant role that trucks play in the movement of goods and supporting the local and regional economy. The Town will continue to work with the Region, the Province and neighbouring municipalities to plan and implement a *strategic goods movement network* that minimizes impacts on Caledon's roads, residential neighbourhoods and financial resources.

11.1 Objectives

The planning objectives for transportation are as follows:

a) develop a *transportation system* that supports multimodal connections between the Town, the Region of Peel and the rest of the Greater Toronto and Hamilton Area;

b) develop a low carbon and environmentally *sustainable transportation system* that supports the climate change objectives and policies of this Plan and allows for safe, convenient, economical, equitable, and efficient movement of people of all ages and abilities, goods and services;

c) reduce automobile dependency, and encourage and support *sustainable* mobility options such as public transit, *active transportation*, and car-sharing/carpooling;

d) optimize and expand the use of the Town's existing transportation *infrastructure* and services to achieve financial and environmental *sustainability* while managing congestion;

e) ensure that development supports the efficient provision of public transit and *active transportation* to promote healthy lifestyles;

f) develop a Caledon transit network and work cooperatively with appropriate jurisdictions and agencies to improve transit connections in the Town, especially with inter-regional and *higher order transit*, and encourage *transit-supportive* development, where appropriate;

g) work with the Region to develop a *strategic goods movement network* to ensure efficient movement of goods and services within and through the Town;

h) develop a *transportation system* that minimizes the impact of heavy truck and commuter traffic on residential areas;

i) ensure the design and location of new and expanded transportation *infrastructure* minimizes, to the greatest extent possible, impacts to environmental features and areas, hazard features and *cultural heritage resources*;

j) develop and implement traffic calming measures to accommodate all types of movement and ensure the road network is safe for all users;

k) work with all levels of government, stakeholders and agencies to manage existing and future congestion through the development and implementation of *transportation demand management* strategies; and,

l) establish a connected and continuous grid system for the street network to support convenient and efficient travel by all modes of transportation.

11.2 General Policies

11.2.1 The Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan, to inform decision-making and the planning and scheduling of *transportation system* improvements as well as necessary amendments to this Plan.

11.2.2 The Town will adopt complete streets design principles to prioritize travel of all modes and ensure safety of all ages and abilities within the existing and new built form.

11.2.3 To support the climate change objectives and policies of this Plan, the Town will implement a *transportation system* that supports targets for zero-emission vehicles by 2035 and *net-zero* greenhouse gas emissions by 2050 through:

a) the prioritization of transit and *active transportation* facilities; and,

b) the implementation of a Peel Zero Emissions Vehicle Strategy, including expansion of public electric vehicle charging *infrastructure* and *infrastructure* to support cleaner fuels for heavy trucks.

11.2.4 The Town will prioritize transit and *active transportation* in all *transportation system* updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and *active transportation* use.

11.2.5 The Town will plan and develop a well-connected *active transportation* network that prioritizes high level of protection for pedestrian and cycling *infrastructure*, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the *transportation system*s of neighbouring municipalities.

11.2.6 The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit *infrastructure* in accordance with the policies of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.

11.2.7 The Town will collaborate and coordinate with the Province, the Region of Peel, Metrolinx and neighbouring municipalities to:

a) maintain, connect and improve roads and services under their jurisdiction, as appropriate; and,

b) ensure that Caledon's transportation system is well-integrated with the surrounding region and existing and planned transportation corridors and facilities are protected.

11.2.8 The Town will coordinate road improvements, as appropriate, with the Region and the Province, and will encourage these authorities to maintain and improve roads within the Town, as appropriate.

11.2.9 The Town will work with the Region, Province and other stakeholders to ensure that development in *planned corridors* does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

11.2.10 The Town will, in cooperation with various jurisdictions as appropriate, undertake or participate in transportation studies, as needed, to determine and refine transportation requirements and to designate and protect corridors/areas required for future transportation *infrastructure* including electricity transmission. Amendments to the transportation policies and schedules of this Plan may be needed, from time to time, to properly facilitate changes in the *transportation system*.

11.2.11 The Town will require that, prior to detailed design of new or expanding transportation projects, appropriate environmental studies will be required through consultation with relevant agencies. The results of these studies may necessitate amendments to the transportation policies or schedules of this Plan.

11.2.12 The Town will support the development of Multimodal and Active Transportation Master Plans and update these plans as the Town deems appropriate and adopt its *infrastructure* and policy recommendations.

11.2.13 The Town will recognize and plan for initiatives and technologies such as Vision Zero, micromobility (such as e-bikes and e-scooters), ride-sharing, telecommuting, smart cities, *intelligent transportation systems* and Connected and Autonomous Vehicles.

11.2.14 The Town will ensure that parking facilities are *compatible* with adjacent land uses, appropriately located, and support this Plan's policies to encourage the use of *sustainable* and non-automobile transportation modes.

11.2.15 As the new urban areas are developed, the Town will establish a grid system of roads to enable effective transit use and the efficient movement of traffic and emergency vehicles.

11.2.16 The Town will work with the Province, Region and stakeholders to minimize traffic congestion, air pollution and noise pollution from vehicles by encouraging and facilitating the increased use of *sustainable* transportation modes.

11.2.17 The Town will work with the Region to include storm drainage from Regional roads (ultimate width) in the development of Master Environmental Servicing Plans and the Stormwater Master Plan.

11.2.18 Impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

11.3 Road Network

11.3.1 The Town's road network consists of Town roads, Regional roads and Provincial freeways and highways. The primary road network is set out on Schedule C1, Town-wide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths. The conceptual collector road network for the New Urban Area is also set out on Schedule C1 and Schedule F1, Urban System. Other roads are shown on the land use schedules of this Plan. Unless otherwise detailed on Schedule C1, Schedule F1, or a land use schedule, all roads will be deemed to be local roadways.

11.3.2 The Town will work with appropriate jurisdictions to ensure that the Town's road network is geared to respond to changing development patterns and shifting travel demands and modes. The role and function of each element of the road system will be well-defined within an effective road classification system to support the provision of an efficient, safe and *accessible* road network with adequate capacity for both passengers and goods movement.

11.3.3 The Town will plan and support a road network that is in accordance with Schedule C1, Town-wide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths. It will:

a) provide for both inter- and intra-Town traffic movements;

b) balances demand and capacity;

c) protect natural features and areas; and,

d) conserve *cultural heritage resources* and human environments.

11.3.4 The Town will coordinate and prioritize Town road improvements with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions.

11.3.5 The Town will work with the Province and other neighbouring municipalities to undertake appropriate measures to implement the Highway 413 Transportation Corridor as shown on Schedule C1, Town-wide Transportation Network.

11.3.6 The Town will work with the Region to limit access points to accommodate proposed developments fronting on Regional Roads.

11.3.7 The road classifications shown on Schedule C1, Town-wide Transportation Network, are as described in Table 11-1, below:

Table 11-1: Road Network Classifications

Type (Jurisdiction)	**Function**	**Allowance**	**Design**
Provincial Freeways (Province)	- accommodate high speed, high volume, longer distance traffic - accommodate rapid transit services and high occupancy vehicles	- as determined by the Province	- high speed design with uninterrupted flow - access restricted to Provincially designated grade separated interchanges - direct local access not permitted - adjacent development subject to Provincial approval and setbacks
Provincial Highways (Province)	- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds	- as determined by the Province	- high degree of access control and turning movement control

Type (Jurisdiction)	Function	Allowance	Design
Regional Arterials (Region)	- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds - distribute traffic to or from all other classes of roads	- 30 to 50 metre road allowance width - 2 to 6 lane capacity	- high degree of access control and turning movement control - designed to accommodate street furniture and the highest degree of separation for cycling facilities, where appropriate - pedestrian facilities on both sides of the road where feasible
Town Arterials (Town)	- accommodate moderate volumes of medium distance traffic at moderate speeds - support the Regional road system	- 30 to 36 metre road allowance - 2 to 4 lane capacity	- designed to accommodate the highest degree of separation for cycling facilities, where appropriate - direct property access limited - pedestrian facilities on both sides of the road where feasible - on-street parking discouraged
Collector Roads (Town)	- accommodate low to moderate volumes of short distance traffic at moderate speeds between local and arterial roads	- 20 to 30 metre road allowance with 2 to 4 lane capacity	- designed to accommodate some degree of separation for cycling facilities, where appropriate - provide individual property access with some limitations - pedestrian facilities on both sides of the road where feasible - on-street parking may be permitted
Local Roads (Town)	- accommodate local traffic to provide connections to collector roadways at low speeds	- 16 to 20 metre road allowance with 2 lane capacity	- provide direct property access - on-street parking may be permitted - shared cycling facilities and sidewalks on both sides of the road where feasible

11.3.8 The collector road network will:

a) facilitate *development*;

b) create pedestrian-scaled *development* blocks;

c) establish a connected and continuous grid system;

d) support a low carbon and environmentally *sustainable* transportation system;

e) enable continuity of transit service and *active transportation* routes;

f) enable efficient movement of traffic, goods and emergency vehicles; and,

g) minimize impacts to natural features and areas.

11.3.9 The mobility plan prepared in support of a secondary plan or *development* proposal will confirm the road alignment, lanes and intersection configuration for any collector or arterial roads in general accordance with the Town's conceptual collector road network. Based on the findings of the mobility plan, the Town may initiate an Environmental Assessment and property protection for the corridor(s).

11.3.10 The Town will work to plan and design Caledon's roads with regard to the role of each specific road within the context of the overall network and adjacent land use designations.

11.3.11 The Town will encourage innovative cross-section designs that incorporate complete street design principles, *low impact development* techniques to improve *stormwater* management, and the potential to accommodate energy *infrastructure* (e.g., geothermal pipes or district energy).

11.3.12 The Town will seek to achieve the necessary right-of-way widths and provide appropriate number of lanes within the range set in this Plan. Necessary right-of-way widths will be acquired through the secondary planning process and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, or other appropriate means. These right-of-way widths are not intended to specify that such roads will necessarily be widened, or intersections be improved.

11.3.13 Any road that has less than the minimum public right-of-way width requirements identified on Schedule C2, Town-wide Road Right-of-Way Widths, will be considered for widening pursuant to the relevant sections of the *Planning Act*, dealing with road widenings as a condition of development approvals.

11.3.14 Intersection road allowances may be required in excess of the designated road allowances to provide for daylight triangles, lane channelization, or traffic control devices.

11.3.15 Land dedication for daylight triangles on roads under the Town's jurisdiction will be based on Table 11-2, below:

Table 11-2: Town Daylight Triangle Land Dedication Requirements

Intersection	**Land Dedication**
Local Road to Local Road	5 metres by 5 metres
Local Road to Collector Road	7.5 metres by 7.5 metres
Collector Road to Collector Road	10 metres by 10 metres
Local Road to Arterial Road	15 metres by 15 metres
Collector Road to Arterial Road	15 metres by 15 metres
Arterial Road to Arterial Road	15 metres by 15 metres
Any Town Road intersecting Regional Road	15 metres by 15 metres

11.3.16 The conveyance of daylight triangles having lesser dimensions than specified in Table 11-2 will only be accepted where the reduce standard is proven to be acceptable to the Town, subject to the criteria in this Plan.

11.3.17 The required public right-of-way widths identified on Schedule C2, Town-wide Road Right-of-Way Widths, and the daylight triangles identified in Table 11-2, may be reduced on a site-specific basis by the Town to address one or more of the following site-specific circumstances:

a) a public need arising from the design and alignment of a planned public works project;

b) accommodation of the existing or planned streetscape elements;

c) accommodation of the existing built form and buildings;

d) the presence of the Natural Environment System features and areas or other sensitive environmental features;

e) the presence of a *cultural heritage resource*; and/or,

f) the presence or potential risk of environmental contamination.

11.3.18 Reductions to public right-of-way widths will be considered only provided the Town's objectives to achieve complete streets standards, including all mobility and transit needs, have been addressed.

11.3.19 Road widenings in excess of road allowance requirements may be required along roads to provide lands for environmental considerations, facilitate culverts, cut and fill requirements, bridges, overpasses and for auxiliary turn lanes to provide better access and improve traffic operations.

11.3.20 When lands for a road widening are obtained by dedication through the development process, they will be secured in equal amounts from both sides of the roadway. In cases where there are constraints, such as environmental features or cemeteries, or other policy objectives to be considered, such as heritage *conservation*, off-set or single-sided road allowance widenings may be considered. Additional lands also may be required for road and external area drainage

11.3.21 Where existing developments, road alignments, or topography make it impractical to obtain desired road widenings, road improvements may be designed within the existing right-of-way.

11.3.22 The Town, in consultation with the Region and other agencies, will investigate opportunities for a multimodal level of service methodology as part of future transportation planning initiatives.

11.3.23 To maintain and protect the traffic capacity of all arterial and collector roadways, the number and location of intersections will be controlled by the Town by:

a) determining driveway access and on-site circulation through the development review process;

b) encouraging common access for commercial and industrial development;

c) controlling future land uses that would have *negative impacts* on congested roads and intersections; and,

d) requiring the submission of Traffic Impact Studies for development proposals that the Town considers significant traffic generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.

11.3.24 In the design of new communities, municipal walkways will not be considered an alternative means of establishing necessary road connections. Municipal walkways may be considered to provide for additional connections for active forms of mobility.

11.3.25 The Town will enter into agreements with the Region of Peel with respect to private *infrastructure* in the Regional right-of-way.

11.4 Active Transportation

Active transportation offers a low-cost, zero or low carbon, healthy and efficient alternative to trips made by automobile, especially for trips covering short distances. Increased reliance on *active transportation*, by itself or in combination with other *sustainable* modes, would not only help reduce the capacity strain on the *transportation system* but will have immense individual, societal, environmental, and economic benefits. An increased share of trips made by *active transportation* would contribute towards the *sustainability* of the *transportation system*, reduce transportation-related pollutant emissions, provide health benefits, and increase peoples' connection to their communities.

11.4.1 The Town will promote *active transportation*, in collaboration with relevant jurisdictions and agencies, in accordance with the following provisions:

a) Develop an *active transportation* system that prioritizes comfortable and *accessible* pedestrian and cycling facilities that meet the needs of a diverse range of users, including children, youth, seniors, and people of all abilities.

b) Identify opportunities to establish, enhance and promote a comprehensive and *accessible* Town-wide trail network both off-road and on-road and incorporate into natural features, open spaces and parkland. Neighbourhood trail networks should strive to create recreational loops wherever possible.

c) Support walking and cycling as viable mobility options for commuting, recreation, and other travel.

d) Require *active transportation* as part of a multimodal and inter-connected *transportation system*, and support walking and cycling as priorities when designing the *transportation system*.

e) Continuously improve the pedestrian realm and cycling facilities through the design and implementation of complete streets.

f) Further develop and maintain a continuous on-road and off-road pedestrian, cycling, and trail system, that connects missing links and maximizes connections to significant destinations, including all Town urban and rural *settlement areas*, *intensification* areas, employment clusters, schools and institutions, parks and open spaces, transit stops, adjacent municipalities, and other key places.

g) Implement appropriate *active transportation* facilities that meet or exceed industry safety standards on all existing, new, and reconstructed roads, intersections, and bridges, during the review of development applications and as part of all road, intersection, and bridge construction and reconstruction projects, while also considering the impact to the character of the community and surrounding land uses and design.

h) Ensure that the design of area-specific plans and new subdivisions provides comfortable, convenient, and direct *active transportation* access to significant destinations within and surrounding the site, and strong in-site circulation.

i) Establish Site Plan control requirements to ensure pedestrian and cycling connectivity to the boundary network.

j) Where appropriate, ensure all new subdivision and development proposals provide for context-appropriate trail links.

k) Require minimum provisions for on-site short- and long-term parking and storage for bicycles and other end-of-trip facilities in the Zoning By-law for uses such as, but not limited to, employment and commercial, schools, *community facilities*, medium and high density residential development, and transit stations.

l) Streetscapes that are safe, convenient, *accessible*, and attractive for pedestrians and cyclists will be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, separated cycling facilities illumination, locating retail and service commercial uses at street level to provide an active street front, encouraging building designs that provide shelter, and providing convenient and sheltered transit stops and bicycle parking, street furniture, shade trees, and other amenities.

11.4.2 The Town will work with the Province, Metrolinx, and the Region to integrate comprehensive and continuous *active transportation* and development networks into transportation and development planning to:

a) provide safe, attractive and *accessible* travel for pedestrians and bicyclists within existing communities and new development;

b) provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations; and,

c) support the achievement of *complete communities* to ensure the safety and needs of all users are appropriately accommodated.

11.4.3 Safe, *accessible* and direct, and context-appropriate crossings will be provided where trails and other *active transportation infrastructure* intersect with streets, roads, and other public rights-of-way.

11.4.4 In the vicinity of school sites, provision for sidewalks on both sides of the street for all existing, new, and reconstructed roads during the review of development applications and as part of road construction and reconstruction projects for safe and *accessible* connection for all students and users.

11.4.5 Assess and improve wayfinding signage to support and promote *active transportation*.

11.4.6 Support year-round maintenance of cycling facilities, specifically multi-use trails and paths along routes that connect cyclists and pedestrians to key destinations such as school sites.

11.4.7 Prepare an Active Transportation Master Plan that will identify a pedestrian, cyclist, and trail network of both off-road and on-road facilities as well as other network and policy improvements and undertake a periodic review of the Town's Active Transportation Master Plan.

11.4.8 Develop the Orangeville-Brampton Railway Line (OBRY) as a future *active transportation* corridor to serve the future travel demand and active lifestyles in the Town.

11.4.9 Work with the Region of Peel, school boards, and the private sector to promote the use of *active transportation* by students to support the Peel Safe and Active Routes to School program.

11.4.10 Work with the Province, Region of Peel, and all relevant agencies to improve bicycle and pedestrian connectivity at and around existing and planned highway interchanges, designated truck routes, waterways, railways, major Regional intersections, and grade separations, where feasible.

11.4.11 Work with all levels of government, non-governmental community groups, and the private sector on initiatives and educational programs that promote the use of *active transportation* to increase its *mode share* within the Town and across the Region.

11.4.12 The Town may prioritize the establishment of a continuous trail system along the Oak Ridges Moraine, in accordance with applicable policies of the Oak Ridges Moraine Conservation Plan.

11.5 Public Transit

11.5.1 Public Transit will play a key role in the Town's future *transportation system* as growth occurs in and around Caledon. The policies in this section are intended to support the enhanced use and *accessibility* of public transit. The Town will continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other agencies to provide multimodal connections to inter-regional and *higher order transit* services and expand services within Caledon. A conceptual Town-wide transit network to 2051 is shown on Figure C4, 2051 Town-wide Transit Network.

11.5.2 The Town will develop a public transit network, and incorporate the transit function in the planning and development process by:

a) prioritizing the extension of existing transit services in coordination with relevant jurisdictions, where economically viable;

b) including future public transit facilities in the approval process for subdivision plans, site plans and other development proposals;

c) including future public transit facilities and *active transportation* connections to transit facilities in the formulation of secondary plans;

d) locating *transit-supportive* land uses, such as medium or high density residential, commercial or institutional developments on or within close proximity of existing and planned transit stations and stops;

e) requiring *major trip generators* to provide adequate facilities for passenger pick-up and drop-off for transit and ride-hailing services recognizing the space needs for scheduled GO and municipal transit, Peel "Trans Help" and other on-demand providers. *Major trip generators* may include, but are not limited to, large commercial or mixed-use developments, hospitals and health facilities;

f) encouraging the use of park 'n' ride automobile facilities and ride-sharing centres, to access inter-regional and local transit services connecting the Town with urban centres; and,

g) providing continuous sidewalks along both sides of roads leading to anticipated transit stops and stations that are *accessible* to all users, including persons with disabilities.

11.5.3 The Town will work collaboratively with the Region of Peel, Metrolinx, Province, neighbouring municipalities and other appropriate jurisdictions to:

a) implement the Greater Golden Horseshoe Transportation Plan and Metrolinx Regional Transportation Plan and contribute to future updates of both plans;

b) support and encourage transit agencies operating within the Town to implement a zero-emission vehicular fleet;

c) explore opportunities to extend Transit routes from neighbouring municipalities into the Town, especially as southern Caledon develops;

d) expedite provision of GO Rail service to Caledon;

e) protect the location for the future GO Rail station that has been identified by Metrolinx and the Province;

f) enhance the existing GO Bus services passing through Caledon;

g) protect the location for the future *major transit station area* in Mayfield West;

h) plan and protect for the Highway 413 Focused Analysis Area as shown on Schedule C1, Town-wide Transportation Network, and related transit opportunities;

i) explore opportunities for a future extension of the Hurontario Transit Corridor north of Mayfield Road into the Mayfield West community;

j) explore opportunities for multimodal connections between Urban Areas and inter-regional and *higher order transit* facilities;

k) coordinate the integration of services, facilities, schedules, and fares, as growth occurs and the Town expands its own transit service;

l) make all public transit, rapid transit and transit facilities universally *accessible* by developing implementation strategies to improve coordination and delivery of specialized transit to accommodate the travel needs of persons with disabilities;

m) promote transit stations and terminals in urban nodes and corridors, as identified in this Plan; and,

n) provide safe and efficient first and last mile connections to transit stations and stops.

11.5.4 The Town will work with the City of Brampton for the future extension of Brampton Transit services to serve the residents and businesses in Caledon such as Bolton and the Mayfield West Community and industrial areas.

11.5.5 The Town will work with the Region of Peel and the Province to plan for and accommodate *higher order transit* service and high occupancy vehicle network on the future extension of Highway 427 to cater to the peak commuter travel between Bolton and the GTHA activity centres, the planned Highway 413 Transportation Corridor, and ensure multimodal connections with the Town's Urban Areas.

11.5.6 The Town will continue to work with the Region of Peel, community-based agencies and for hire companies for the provision of transportation services such as Peel "Trans Help" door to door *accessibility* service and other related programs/services which provide collaborative, integrated and equitable transportation for all people with physical and intellectual challenges, differing abilities, and those with medical needs.

11.6 Trucking and Goods Movement

Goods movement is an important aspect of the overall *transportation system*. Safe and efficient movement of goods and services within and through the Town is essential for sustained economic growth and in attracting and retaining a wide range of industries and businesses. The movement of trucks in the Town is regulated by means of a By-law, which restricts heavy truck movement to certain parts of the arterial road network and also regulates vehicle weights relative to the carrying capacity of roads and bridges.

11.6.1 The Town will work with other levels of government to develop, maintain and implement a comprehensive, integrated, effective and *strategic goods movement network* that encourages the safe and efficient movement of goods by road, rail or air, away from vulnerable road users, and define a truck route network for the Town.

11.6.2 The Town will complete a Goods Movement and Logistics Land Use Strategy to inform a coordinated approach to planning for goods movement in strategic locations.

11.6.3 To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:

a) will encourage the primary through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate;

b) will permit truck use of and collector roadways only as connectors to service Regional arterial routes, pending structural suitability;

c) will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing;

d) may restrict heavy truck usage on part or all thereof of any municipal right-of-way through passage of a "No Heavy Truck" by-law;

e) may impose seasonal load restrictions on arterial and collector roadways for reasons of structural inadequacy;

f) will limit primary route closures due to seasonal load restrictions and make every effort to re-route truck traffic onto acceptable routes for the term of the restriction;

g) will prohibit through-truck movement on collector and local roads within and adjacent to residential neighbourhoods;

h) will encourage activities generating substantial truck traffic to locate near arterials and Provincial highways; and,

i) will work with the Region and Province to improve connections between arterials, freeways and intermodal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas.

11.6.4 The Planned Highway 413 Transportation Corridor and Focused Analysis Area, as shown on Schedule C1, Town-wide Transportation Network, is recognized as a key trucking and goods movement route supporting planned employment lands within southern Caledon and providing connectivity to the Provincial highway system. The Town will encourage the Province to undertake highway improvements in a timely fashion, particularly the implementation of the Highway 413 Transportation Corridor.

11.6.5 The Town will work with other levels of government and industry stakeholders to develop and support a comprehensive, integrated and effective multimodal goods movement system by periodically reviewing the *strategic goods movement network* and other related studies including the Goods Movement Strategic Plan for Peel, in accordance with the GGH Transportation Plan. In so doing, for the safe and efficient movement of goods, the Town will:

a) Review and update the existing and future transportation network to ensure the safe and efficient movement of goods throughout Caledon. As a part of this effort, continue working with the Province and Region to identify and update priority goods movement routes in Caledon;

b) Acknowledge the importance of and promote intermodal facilities, airports, rail corridors and terminals with linkages to these facilities as key components of an efficient goods movement system;

c) Encourage the development of air and pipeline transport in support of the efficient movement of goods; and,

d) Consider roadway design, intersection spacing, and existing and proposed land use planning contexts within *strategic growth areas*.

11.6.6 The Town will support the Region of Peel and other jurisdictions in an effort to acquire a necessary goods movement database for strategic planning, analysis and formulation of goods movement plans and programs.

11.6.7 The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.

11.6.8 The Town will work with the Province and Region to maximize the transportation network to accommodate Long Combination Vehicles, where feasible, to promote goods movement efficiencies and direct connections from e*mployment areas* to Provincial facilities for Long Combination Vehicles, while avoiding sensitive areas, where feasible.

11.6.9 The Town will work with the Region and other jurisdictions to encourage railway companies to play a more significant role in the movement of goods to and from the Town.

11.6.10 The Town will work with the Province, Region of Peel, relevant agencies, and transportation service providers to plan, design and implement a *transportation system* which can safely accommodate the movement of agricultural vehicles and equipment, where appropriate.

11.6.11 The Town will work with the Region of Peel, the Province and manufacturing, warehousing, and distribution industries to evaluate truck parking needs associated with their developments and implement strategies that ensure truck and trailer parking, and driver amenities are appropriately planned for and provided in the vicinity of clusters of such uses.

11.6.12 The Town may require truck parking studies for relevant secondary plans, tertiary plans or *major development* proposals, as appropriate.

11.7 Parking Management

11.7.1 The Town recognizes the need for careful planning by balancing the location, quantity and cost of parking in conjunction with the approval of development in order to facilitate an efficient and *sustainable transportation system*. Appropriate policies have also been incorporated to support carpool lots at strategic locations to integrate with inter-regional and *higher order transit* and highway interchanges.

11.7.2 The Town will ensure adequate off-street parking facilities are provided to meet the parking demand generated by various lands uses. Furthermore:

a) The Town will specify standards for off-street parking requirements for each land use type within the implementing Zoning By-law;

b) The Town may acquire, develop and operate public parking facilities.

c) Generally, the Town will restrict on-street parking on arterial roads to reduce the traffic hazard and improve traffic operations.

d) *Accessible* parking spaces will be required for new developments through the site plan approval process.

e) The Town will work with the Region, neighbouring municipalities, Metrolinx, the Province and other appropriate jurisdictions to devise a long-term carpool lot strategy and promote the establishment of carpool lots at strategic locations to integrate with inter-regional and *higher order transit* services and major highway interchanges.

11.7.3 The Town may allocate portions of curbside and public parking at various times and locations according to the context, for uses such as parking spaces for bicycles, commercial cargo e-bikes, electric vehicle charging *infrastructure*, car share programs, patios, or for small events.

11.7.4 The Town will encourage *infrastructure*, including electric vehicle parking and charging *infrastructure*, that supports the use of alternative fueled vehicles, where feasible, in the design of parking areas.

11.7.5 The Town should regularly review off-street parking requirements contained within the Zoning By-law to recognize and anticipate reductions in parking demand as a result of shifting travel behaviour, enhanced transit and *active transportation* facilities, and new alternative modes of transportation.

11.7.6 Development of shared parking spaces between schools and municipal parks should be encouraged for efficient land uses, reduce environmental impacts, establish potential student drop-off points and mitigate the effects of climate change.

11.8 Transportation Demand Management

11.8.1 The policies for *transportation demand management* are focused on augmenting the capacity of the existing *transportation system* and improving efficiency as an alternative to building new transportation *infrastructure* to meet demand, particularly given right-of-way and funding constraints.

11.8.2 The Town will encourage efficient, safe traffic flows through strategic design improvements, such as regulation of turning movements, one-way streets, implementation of traffic control devices, parking restrictions, intersection geometric improvements, as required by the site conditions and traffic flows and in accordance with the Town's Traffic By-law.

11.8.3 The Town will continue to work to support a future carpooling program and encourage employers/employees in Caledon to choose *sustainable* modes of transportation for their daily commutes.

11.8.4 The Town will support/work as appropriate with the Region, Metrolinx and other stakeholders to develop their own Individualized Marketing Pilot to promote and create awareness for *sustainable* travel modes, including public transportation, carpooling/ car-sharing and *active transportation*.

11.8.5 In urban areas, the Town will implement complete streets design principles to create street configurations, densities and urban form that prioritize *active transportation* and support early integration and sustained viability of transit services.

11.8.6 The Town will ensure, in accordance with the requirements of the Region, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.

11.9 Railways

11.9.1 Railways operate under the jurisdiction of the Government of Canada to provide freight and passenger rail service. The Town recognizes the importance of rail *infrastructure* for its role in supporting long-term economic growth and regional connectivity.

11.9.2 The Town recognizes the importance of railways within the *transportation system* and in this respect, the Town will:

a) facilitate, where feasible, the provision of freight service to industrial areas;

b) minimize, where feasible and desirable, the disruption of traffic flow on arterial roadways by rail services;

c) in coordination with the Region of Peel, study the needs for road-rail grade separations throughout the Town and seek financial assistance from senior levels of government for road/rail grade separations, where appropriate;

d) work in conjunction with other levels of government and the rail companies in the planning and development of new rail facilities and the relocation/reconstruction of existing facilities, where improvements in freight movement and/or safety measures are primary concerns;

e) protect and pursue the use of existing railway corridors for future commuter passenger service and other alternative uses, such as rail trails; and,

f) protect residential areas from noise, glare and air pollution, subject to jurisdictional limitations, in accordance with established standards.

11.9.3 While development and *redevelopment* in areas adjacent to the railway may support rail transport and future passenger rail service, the nature of rail operations must be considered, particularly for *sensitive land uses*.

11.9.4 Development on lands within 300 m of the railway right-of-way will include rail noise mitigation measures as recommended by a noise impact study prepared to the satisfaction of the Town.

11.9.5 Development on lands within 75 m of the railway right-of-way will include rail vibration mitigation measures as recommended by a vibration study prepared to the satisfaction of the Town.

11.9.6 Development on lands abutting a railway right-of-way will include measures to mitigate related safety, security, and trespass issues to the satisfaction of the Town and the owner of the railway.

11.9.7 The minimum building setback from a railway right-of-way will be 30 metres unless otherwise determined in consultation with the owner of the railway.

11.9.8 Uses within a required setback from a railway right-of-way may include public and private roads, parking, parks and open space, outdoor amenity space and *accessory* storage buildings.

11.10 Airports

11.10.1 The Toronto Pearson International Airport is an important element in the Region of Peel's *transportation system* and has a positive economic benefit for the Town. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a major generator of direct and indirect economic benefits for the Region of Peel and the Greater Toronto and Hamilton Area.

11.10.2 The Brampton-Caledon Airport is a vital component of the Town's *infrastructure* and plays an important role in its development and economic growth. The Town will study jointly with the Region and in consultation with the City of Brampton the potential role of the Brampton-Caledon Airport and develop policies to protect this role.

11.10.3 In accordance with Provincial policies and requirements, in areas near the Brampton-Caledon Airport above the 30 Noise Exposure Forecast/Noise Projection Forecast composite noise contour, the Town will prohibit new residential development and other *sensitive land uses* and permit the *redevelopment* of existing residential and other *sensitive land uses* only if it has been demonstrated that there will be no *negative impacts* on the long-term function of the airport. The noise exposure forecast contours are indicated on Figure C5, Brampton-Caledon Airport Noise Exposure Forecast Contours.

11.10.4 The Town will work with the Greater Toronto Airports Authority and the Region to identify ways to protect the long-term operational role of the Brampton-Caledon Airport by:

a) ensuring that development and *redevelopment* adjacent to the airports is *compatible* with airport operations and the needs of residents;

b) encouraging a range of uses that support the aeronautical and aerospace sector; and,

c) prohibiting land uses that may cause a potential aviation safety hazard.

11.11 Design, Construction and Reconstruction of Roads

11.11.1 The construction of new arterial, collector and local roads within the Town will conform to the Development Standards Manual for the Town. The reconstruction of

existing Town roadways will conform to acceptable standards agreed to between the Province and the Town.

11.11.2 The construction and reconstruction of new streets will apply complete streets design principles to support the integration of transit, pedestrian and bicycle users, and enhanced streetscaping.

11.11.3 Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or *redevelopment* will be the responsibility of the developer either directly, or through appropriate development charges.

11.11.4 New and expanded transportation facilities should be designed and located to ensure the least possible change occurs to the environment and the natural and cultural landscape. All new and reconstructed road *infrastructure* will be designed and located to minimize the impact on the environment and be consistent with the objectives of this Plan. Examples of such site and design guidelines include the following:

a) Grading and tree removal should be minimized where possible, especially for mature healthy trees, through realignment and utilization of devices such as curbs and gutters, retaining walls and tree wells.

b) Finished slopes should be graded to a 2:1 minimum slope and planted; large cuts should be terraced to minimize surface erosion and slope failure.

c) Site rehabilitation should use native species of vegetation and blend into the surrounding landscape.

d) Vegetation screens should be used where feasible.

11.11.5 Notwithstanding the Mobility policies of this Plan, within the Niagara Escarpment Plan Area, only essential road *infrastructure* will be permitted on lands designated either Escarpment Natural Area or Mineral Resource Extraction Area, and the installation of all new or reconstructed road *infrastructure* will be consistent with the objectives, policies and development criteria of the Niagara Escarpment Plan.

11.11.6 Prior to development of new or expanded road *infrastructure* within the Niagara Escarpment Plan Area, approval is required from the Niagara Escarpment Commission.

11.11.7 Alternative transportation planning and design standards may be considered in Villages, Hamlets and historic communities to conserve *cultural heritage resources* and to protect and enhance the natural environment.

11.12 Corridor Protection

11.12.1 The Highway 413 Focused Analysis Area and NWGTA Transmission Corridor Narrowed Area of Interest identified on Schedule C1, Town-wide Transportation Network, is an overlay designation consisting of a corridor protection area that reflects the Highway 413 Focused Analysis Area and the NWGTA Transmission Corridor Narrowed Area of Interest.

a) The Highway 413 Focused Analysis Area and NWGTA Transmission Corridor Narrowed Area of Interest shall be planned and protected for until such time as the final locations of the Highway 413 Corridor and the Northwest GTA Transmission Corridor are confirmed.

b) The final confirmed rights-of-way for the Highway 413 and NWGTA Transmission Corridor will be protected indefinitely from *development* with the highway lands designated under the *Public Transportation and Highway Improvement Act*.

c) *Development* within the Highway 413 Focused Analysis Area and NWGTA Transmission Corridor narrowed Area of Interest is prohibited where it could preclude or negatively affect the planning and/or implementation of the *planned corridors* for the purpose(s) for which they are identified.

d) Development approvals, whether draft or final, shall only be granted where written confirmation is received from the Ministry of Transportation and the Ministry of Energy and Mines that the Highway 413 Focused Analysis Area and NWGTA Transmission Corridor Narrowed Area of Interest no longer apply to the lands subject to the applications.

12. INFRASTRUCTURE

The Town's municipal *infrastructure* supports our economy and the quality of life of our residents. Municipal *infrastructure* delivers all the services that make the Town run - it is the bridges we pass over, the water and wastewater services we rely on, and the *stormwater* ponds that protect our communities from flooding, to name only a few.

It is the intent this Plan to promote the Town's *infrastructure* networks that exemplify the principles of *sustainability*, balancing environmental, social, cultural, financial, and economic considerations. *Infrastructure* should be planned to consider the full lifecycle costs; this long-term thinking will lead to more *sustainable* decision-making which is also more affordable in the long run. Together with the Region, the Town will manage our municipal *infrastructure* so that it creates opportunities, while being effective, affordable, and *sustainable* over the long term.

This chapter applies across the Town, and addresses different *infrastructure* needs, opportunities, and issues.

12.1 Objectives

The planning objectives for *infrastructure* are as follows:

a) ensure health and safety in the design of all *infrastructure*;

b) prioritize the protection, enhancement, avoidance, and restoration of the key natural heritage and water resource system features in the design of all *infrastructure*, and ensure that any proposed works are supported by the appropriate environmental studies.

c) ensure the coordinated and cost-effective delivery of *infrastructure* improvements;

d) ensure municipal *infrastructure* is constructed, budgeted for short- and long-term *sustainable* operation, and maintained and upgraded as necessary to prepare for the impacts of a changing climate, while ensuring that it considers and mitigates greenhouse gas emissions; and,

e) budget for the short- and long-term *sustainable* operation and maintenance of *infrastructure*.

12.2 General Policies

12.2.1 Municipal *infrastructure* will be planned, budgeted, and developed to conform with Town Plans, the natural heritage and water resource policies, and all of the policies of this Plan. The civic *infrastructure* policies of this Plan will be implemented based on long-term, coordinated *infrastructure* studies and plans prepared by the Town and the Region of Peel.

12.2.2 The Town will assess *infrastructure* risks and vulnerabilities including those caused by climate change and identify actions to mitigate these challenges, as part of asset management planning and through individual projects.

12.2.3 All municipal *infrastructure* will be designed in accordance with the Town's design specifications, criteria, policies and applicable by-laws, and Provincial guidance and regulations.

12.2.4 Below grade *infrastructure* within street rights-of-way will be designed to reduce conflict and minimize impact on above-grade landscaping.

12.2.5 *Infrastructure* planning and design will have regard for source water protections plans and all applicable policies will be followed.

12.2.6 All new *infrastructure* and expansions or extensions of *infrastructure* will be planned, designed and approved in accordance with the applicable policies of the Provincial Planning Statement, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan and Lake Simcoe Protection Plan.

12.2.7 *Watershed planning* conducted in collaboration with the Region and the Conservation Authority will inform planning and design for sewage and water services and stormwater management, including *low impact development* and the protection, improvement or restoration of the *quality and quantity* of water.

12.3 Drinking Water and Wastewater Servicing

12.3.1 The Region of Peel owns and is responsible for maintaining and operating all municipal water and wastewater assets in Caledon. *Development* and *redevelopment* in the Town's Urban System should be staged and coordinated in alignment with the Region of Peel's Water and Wastewater Master Plan.

12.3.2 A comprehensive water and sewer servicing study may be required in any individual settlement, prior to the release of lands for development, to ensure adequate and appropriate water and sewer services are available.

12.3.3 Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

12.3.4 The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.

12.3.5 Sewer and water systems will be planned and commissioned in a manner that:

a) can be sustained by the water resources upon which such services rely;

b) prepares for the impacts of a changing climate;

c) is feasible, and financially viable over the lifecycle;

d) protects human health and safety and the natural environment, including the quality and quantity of water;

e) aligns with comprehensive municipal planning for these services, where applicable; and,

f) considers opportunities to allocate and reallocate, if necessary, unused sewer and water system capacity to support efficient use of these services to meet current and projected needs for increased housing supply.

12.3.6 Development requiring additional or new water supply and/or sanitary sewer services will not proceed prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.

12.3.7 Partial services will only be permitted in the following circumstances:

a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;

b) where permitted in accordance with the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Niagara Escarpment Plan and Lake Simcoe Protection Plan, provided that it has been demonstrated that the restrictions in those plans are met;

c) within existing partially serviced Rural *settlement areas*, to allow for *infill* and minor rounding out of existing development on partial services provided that the servicing would represent a logical and financially viable connection and site conditions are suitable for the long-term provision of such services with no *negative impacts;* or

d) within rural *settlement areas* where new *development* will be serviced by individual on-site water services in combination with municipal sewage or private communal sewage services.

In accordance with subsection a) above, the extension of partial services outside *settlement areas* is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.

12.3.8 The Town will require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.

12.3.9 Employment Areas

a) *Employment areas* will be developed either on full regional piped services, individual private services or a combination of both. The servicing requirements of *employment areas* are set out in each land use designation.

b) An overall servicing plan will be required, approved by the Town and the Region, to address drainage and servicing issues and that addresses impacts both upstream and downstream. The final design details will be determined prior to site plan approval under Section 41 of the *Planning Act*, supported by a detailed drainage study and engineering service report to the satisfaction of the Town, the Region and/or the Toronto Region and Conservation Authority, done in accordance with an approved *watershed plan* or *subwatershed* study, where available. An agreement will be in place to the satisfaction of the Town, the Region and Conservation Authorities to provide for any off-site works to service the development.

12.3.10 Rural Areas

a) Municipal sewage services and municipal water services is the preferred form of servicing in rural *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Municipal sewage services and municipal water services include both centralized and decentralized servicing

systems. Within rural *settlement areas* with existing municipal sewage services and municipal water services, *intensification* and *redevelopment* will be promoted wherever feasible to optimize the use of the services.

b) The Town will require the proponent of a proposed development in the Rural System, in the absence of municipal sewage services and/or municipal water services, to provide a comprehensive assessment of alternative methods of providing sewage and water services, where appropriate, with private communal sewage and water services being the preferred form of servicing to support protection of the environment and minimize potential risks to human health and safety. The preferred servicing option will ensure that:

   i) groundwater *quality and quantity* will be protected;

   ii) natural heritage features and areas, groundwater and surface water features and areas, and *hydrologic functions* and the *linkages* among them will be protected or improved;

   iii) the servicing method will be the most suitable option for the characteristics of the site, the natural environment and existing and planned land uses;

   iv) the servicing will be financially feasible and *sustainable* for the Region; and,

   v) where the Region has conducted an assessment of private communal sewage services and private communal water services and has determined that this option is not an acceptable servicing option, private communal sewage services and private communal water services will not be considered as a servicing option.

c) Within rural *settlement areas*, where municipal sewage and water services or private communal sewage and water services are not available, planned, feasible or acceptable, individual on-site sewage and water services may be permitted provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

d) The Town will require the following from a proponent of a development, where it has been determined that a proposed development is to be on private communal sewage services and/or private communal water services:

   i) establish, to the satisfaction of the Region, a governance structure to be responsible for the ongoing operation, maintenance, repair and replacement of the services; and,

ii) enter into a Municipal Responsibility Agreement with Peel Region which is to be registered on title and is to include provisions requiring that:

- planning, design, and construction of the services meet the Region's standards and provide a comparable level of service to the Region's systems;
- an asset management plan be established in accordance with the Region's requirements;
- operation and maintenance of the services meet the Region's standards;
- the Region's right of access be granted to inspect the services;
- easements be provided, where required;
- operational and financial reports be submitted to the Region;
- in the event of default, services be transferred to the Region at no cost to the municipality; and,
- financial security be provided to the Region's satisfaction.

12.3.11 Estate Residential

a) Every lot in an estate residential plan of subdivision must be serviced with a private sewage disposal system for the treatment of domestic wastes. Each system must conform to the standards of and be approved by the Province, or its designated agents.

b) An applicant for an estate residential plan of subdivision will be required to undertake any studies deemed necessary by the Town and relevant agencies, to assess the probability of contamination of wells on nearby properties by septic system leachate or other source of contamination likely to be caused by the proposed development. Based on the results of such studies the applicant will be required to carry out any redesign of remedial works deemed necessary by the Town and relevant agencies to minimize the probability of contamination.

c) The Town will only permit new development dependent on septic systems regulated under the *Building Code Act* in *wellhead protection areas* and *issue contributing areas*, where septic systems would not be a significant drinking water

threat, in accordance with the South Georgian Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

d) The Town encourages the Region to prepare a Master Servicing Strategy for the Palgrave Estate Residential Community which should include, but not necessarily be limited to, a consideration of sewage treatment strategies and the hydrogeological impacts of expanding the Palgrave communal water supply system.

12.4 Infrastructure in Provincial Plan Areas

12.4.1 Greenbelt Plan Area

a) In the Greenbelt Plan Area, all existing, expanded or new *infrastructure*, that is subject to and approved under the *Federal Impact Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act*, the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, will be permitted within the Protected Countryside provided it meets one of the following two objectives:

   i) it supports agriculture, recreation and tourism, Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or

   ii) it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate *infrastructure* connections among urban centres and between these centres and Ontario's borders.

b) In the Greenbelt Plan Area, the location and construction of *infrastructure* and expansions, extensions, operations and maintenance of *infrastructure* in the Protected Countryside will be subject to the following requirements:

   i) planning, design and construction practices will minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such *infrastructure*;

   ii) planning, design and construction practices will minimize, wherever possible, the *negative impacts* on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;

iii) where practicable, existing capacity and coordination with different *infrastructure* services will be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the Greater Golden Horseshoe established by the Greenbelt Plan and the Growth Plan are supported and reinforced;

iv) new or expanding *infrastructure* will avoid *key natural heritage features*, *key hydrologic features*, *key hydrologic areas* and P*rime Agriculture Area* unless need has been demonstrated and it has been established that there is no reasonable alternative;

v) where *infrastructure* crosses the Natural Heritage System or intrudes into or results in the loss of a *key natural heritage feature*, *key hydrologic feature* or *key hydrologic areas*, including related *landform features*, planning, design and construction practices will minimize *negative impacts* on and disturbance of the features or their related functions, and where reasonable, maintain or improve connectivity;

vi) where *infrastructure* crosses the P*rime Agricultural Area*, an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment will be undertaken; and,

c) In the Greenbelt Plan Area, elements of *infrastructure* that serve the agricultural sector, including agricultural irrigation systems, are permitted to locate within *key natural heritage features* or *key hydrologic features* and their associated *vegetation protection zones* in accordance with Section 4.2.1.3 of the Greenbelt Plan and Policy 13.4.1 of this Plan. In such instances, these elements may be established within the feature itself or its associated *vegetation protection zones*, but all reasonable efforts will be made to keep such *infrastructure* out of *key natural heritage features* or *key hydrologic features* and their associated *vegetation protection zones*.

d) For lands within the Urban River Valley in the Greenbelt Plan Area, all existing, expanded or new infrastructure that is subject to and approved under the *Environmental Assessment Act*, or which receives a similar approval will only be permitted if it supports the needs of adjacent *settlement areas* or projected growth and economic development, and the goals and objectives of the Greenbelt Plan.

12.4.2 Lake Simcoe Protection Plan Area

a) Within the Lake Simcoe Protection Plan Area, new on-site sewage systems or subsurface sewage works are prohibited within 100 metres of any *permanent stream,* except in the following circumstances:

   i) a proposal for an on-site sewage system or subsurface sewage works that would serve an *agricultural use*, an agricultural-related use or a public open space;

   ii) a proposal for an on-site sewage system or subsurface sewage works that would replace or expand the capacity of an existing on-site sewage system or subsurface sewage works that will serve a use that would have been permitted by the applicable zoning by-law; or,

   iii) a proposal for an on-site sewage system or subsurface sewage works that relates to a development proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law.

b) The establishment of a new municipal sewage treatment plant in the Lake Simcoe Protection Plan Area is prohibited, unless:

   i) the new plan is intended to replace an existing municipal sewage treatment plant; or,

   ii) new sewage treatment plant will provide sewage services to:

      - a development that is on partial services, or,

      - a development where one or more subsurface sewage works or on-site sewage system are failing.

c) New *non-municipal sewage treatment plants* in the Lake Simcoe Protection Plan Area are prohibited unless the applicant applying to establish the plant can demonstrate that:

   i) the plant will result in a net reduction of phosphorous loadings to the *watershed* from the baseline conditions for the property that would be serviced by the new plant; or,

   ii) the undertaking that the plant will serve will not add phosphorous loadings to the Lake Simcoe watershed.

d) The expansion of an existing or the establishment of a new sewage treatment plant within the Lake Simcoe Protection Plan Area will require an environmental assessment to be completed or approved prior to any approvals being granted for the proposal under the Planning Act or the Condominium Act, for a proposed *settlement area* expansion or a development proposal outside of a *settlement area* that requires an increase in the existing rated capacity of a sewage treatment plant or the establishment of a new sewage treatment plant.

12.4.3 Oak Ridges Moraine Conservation Plan Area

a) Within the Oak Ridges Moraine Conservation Plan Area, an application for the development of infrastructure in or on land in a Natural Linkage Area, prime agricultural area, or Natural Core Area shall not be approved unless it satisfies the applicable requirements of Section 41 (2), (2.1) and (3) of the Oak Ridges Moraine Conservation Plan.

b) The development of new infrastructure and the upgrading or extension of existing infrastructure, including the opening of a road within an unopened road allowance, is prohibited on lands within a key natural heritage feature or a key hydrologic feature, except where permitted by Section 41 (5) of the Oak Ridges Moraine Conservation Plan.

c) Service and utility trenches for infrastructure shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

12.4.4 Niagara Escarpment Plan

a) Within the Niagara Escarpment Plan Area, *infrastructure* shall be sited and designed to minimize the *negative impact* on the Escarpment environment.

b) *Infrastructure* should be sited and designed to avoid impacts on parks, open spaces and the Bruce Trail. Where impacts on the Bruce Trail cannot be avoided, alternatives will be developed in consultation with the Bruce Trail Conservancy.

c) *Infrastructure* shall avoid Escarpment Natural Areas, unless the project has been deemed necessary to the public interest after all other alternatives have been considered.

d) *Infrastructure* should avoid *prime agricultural areas* wherever possible. Where infrastructure is proposed in a *prime agricultural area* within the Niagara Escarpment Plan, only linear facilities shall be permitted, subject to an *agricultural*

impact assessment or equivalent analysis as part of an environmental assessment which considers how prime agricultural areas will be protected or enhanced, and examines alternative locations that would better protect the agricultural land base.

e) Municipal water and wastewater systems and private communal water and wastewater system shall not be located in or extended into Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, or Mineral Resource Extraction Area, unless such servicing is required to address failed individual on-site sewage or water services, or to ensure the protection of public health authority that there is a provided circumstances will be restricted to that required to service the affected area and shall not allow for growth or *development* beyond what is permitted in the Plan.

f) Notwithstanding subsection e), where municipal water and wastewater systems already exist in Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area or Mineral resource extraction Area, existing development within an approved service area boundary may be connected to these systems

12.5 Stormwater Management

12.5.1 The Town will develop a comprehensive Stormwater Master Plan that will provide a road map and framework for management of existing municipal *stormwater infrastructure*. The Plan will ensure compliance and alignment with applicable regulations and Acts, and at minimum will:

a) be informed by *watershed planning*, including but not limited to local *subwatershed* studies, or equivalent studies, prepared in accordance with Part D, Section 13.9, of this Plan;

b) protect the *quality and quantity* of water by assessing existing *stormwater* facilities and systems;

c) enhance and protect the natural heritage and water resource system;

d) characterize existing environmental and *infrastructure* condition;

e) examine the *cumulative impacts* of *stormwater* from development on a *watershed scale*, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;

f) assess *infrastructure* vulnerability and accordingly plan for climate change adaptation;

g) incorporate appropriate low impact development, stormwater attenuation and re-use, water conservation and efficiency, and *green infrastructure*;

h) Identify the need for *stormwater* management retrofit opportunities that could improve the level of *stormwater* management for areas where *stormwater* is uncontrolled or inadequately controlled;

i) ensure that *stormwater* management, operation and replacement is sustainably funded to ensure *stormwater infrastructure* is maintained in a state of good repair and to adapt to changing demands and new service requirements;

j) include an operation and maintenance plan; and,

k) include an implementation and monitoring plan.

l) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;

m) minimize, or, where possible, prevent or reduce increases in stormwater volumes or contaminants loads;

n) minimize erosion and changes in water balance through the use of *green infrastructure*; and,

o) mitigate risks to human health, safety, property and the environment.

12.5.2 All public and private *stormwater* servicing will abide by all applicable regulations and legislation, and will be designed to:

a) prevent the loss of life, personal injury, and property damage;

b) fulfill water quality objectives, in compliance with provincial and federal requirements;

c) manage erosion and sedimentation within natural watercourses;

d) protect people and property by providing flood control;

e) manage urban runoff using a treatment train approach to *stormwater* management with emphasis on source and conveyance controls;

f) minimize drainage to regional roads and *infrastructure* from existing and future development;

g) manage overland flow routes;

h) maintain or enhance the flow regime in receiving watercourses;

i) maintain pre-*development* water balance;

j) protect and enhance features and functions of the Natural Environment System described in Chapter 13, Natural Environment System, and the Water Resources System described in Section 13.10, Water Resources System;

k) provide amenity spaces, where appropriate, that are integrated into the design of neighbourhoods, development sites, parks, and open spaces;

l) promote innovation by encouraging the implementation of *green infrastructure*, *stormwater* reuse, water conservation and low impact development;

m) build community resilience through consideration of future climates within *stormwater* design; and,

n) manage *stormwater* as a resource.

12.5.3 The Town will employ a treatment train approach to *stormwater* management to meet overall site water balance, water quality, water quantity and erosion. The treatment train approach uses source, conveyance and end-of-pipe controls to manage *stormwater* where it falls, along its path and prior to entering the natural environment. A hierarchical method is applied where each step is exhausted before proceeding to the next, as follows:

a) retention (infiltration, reuse, or evapotranspiration);

b) filtration; and,

c) conventional *stormwater* management.

12.5.4 Unless demonstrated to the satisfaction of the Town, the Region, and the Conservation Authority, and subject to any applicable Provincial Plan requirement, *stormwater*

management facilities and/or practices will not be permitted, solely or partially, within the following areas:

a) *hazardous lands*, including flood prone areas;

b) natural environment system; and,

c) *key natural heritage features*, *key hydrologic features* and their *vegetation protection zones*, including *intermittent streams*, *headwater* drainage features providing important, valued or contributing function, *wetlands*, and kettle lakes.

12.5.5 *Stormwater* management facilities will be integrated into the design of adjacent land use to enhance the visual landscape, be incorporated in the urban structure, be naturalized when next to parks, open space or the Natural Environment System, and support urban design objectives where possible.

12.5.6 The Town will work with the Region of Peel to include storm drainage from Regional roads (ultimate width) in the development of Master Environmental Servicing Plans and the Stormwater Master Plan, where appropriate.

12.5.7 The design of new *stormwater* management facilities will reduce the risk of contaminating drinking water, and where possible direct discharge of *stormwater* outside of *wellhead protection areas*, where the activity would be a significant drinking water threat.

12.5.8 All *stormwater* management practices will be designed to adhere to all of the relevant policies of the source water protection plan within the relevant *wellhead protection areas*.

12.5.9 The use of temporary or phased *stormwater* servicing systems and interim *stormwater* strategies that may preclude implementation of an ultimate plan in any way should be avoided.

12.5.10 Appropriate access will be provided to the Town where it is responsible for inspecting, operating and maintaining *stormwater* management practices, facilities and *infrastructure*.

12.5.11 Infill, Intensification and Redevelopment

a) Any *development*, *redevelopment* or land use change that would result in *intensification* within flood vulnerable areas, outside of a designated *Special Policy Area* identified in Section 16.4, will not be permitted.

b) To support *intensification*, *redevelopment* or other *development* activities within existing Hamlets, Villages and Urban Areas, a Master Environmental Servicing Study may be required by the Town to ensure no *negative impacts* to the existing community and to provide a comprehensive *stormwater* strategy.

12.5.12 Greenfield Areas

a) The *stormwater* management framework and policies contained in secondary plans, and the studies that informed the secondary plans, will be implemented and adhered to.

b) The Town will require that *stormwater* management be supported by appropriate studies throughout the *infrastructure* or *development* planning process. Specifically, *stormwater* planning will be supported by necessary studies, assessments and documentation including, but not limited, to:

   i) local *subwatershed* studies, prepared in accordance with Part D, Section 13.9 of this Plan, that will guide *stormwater* management strategies and conceptual locations;

   ii) a Master Environmental Servicing Study to further refine *stormwater* management strategies, conceptual locations and demonstrate feasibility;

   iii) *environmental impact studies* to further refine and demonstrate environmental and financial feasibility; and,

   iv) *stormwater* management reports to support detailed design.

c) The Town will incorporate measures into subdivision and site plan agreements to ensure that the *development* and *site alteration*:

   i) minimizes the removal of vegetation, grading and soil compaction;

   ii) prohibits removal of vegetation more than 30 days prior to grading or construction;

   iii) puts in place structures to control, convey, and treat runoff;

   iv) manages sediment that is eroded off-site during construction;

   v) require the seeding of exposed soils once construction is complete and seasonal conditions permit;

vi) ensure erosion and sediment controls are implemented effectively; and

vii) ensure regard for timing windows during feature removal.

12.5.13 Greenbelt Plan Area

a) The Town will require a *stormwater* management plan for applications for *development* and *site alteration* in the Protected Countryside of the Greenbelt Plan. These *stormwater* management plans will meet the objectives of the Greenbelt Plan and demonstrates that:

i) planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and *impervious surfaces*;

ii) an integrated treatment approach will be used to minimize *stormwater* flows and mimic natural hydrology through lot level controls, *low impact development* and other conveyance techniques;

iii) applicable recommendations, standards or targets within local *subwatershed* studies, or equivalent studies, and water budgets are complied with;

iv) applicable objectives, targets, and any other requirements within a *stormwater* master plan will be met in accordance with the Growth Plan; and,

v) planning, design and construction of *stormwater* management *infrastructure* be carried out in accordance with the *stormwater* management policies of this Plan.

b) In the Greenbelt Plan Area, *stormwater* management systems will be prohibited in *key natural heritage features*, *key hydrologic features* and their *vegetation protection zones*, in accordance with the Greenbelt Plan, except as permitted by Section 4.2.3.3 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario.

c) In the Greenbelt Plan Area, the planning, design and construction of *stormwater* management *infrastructure* will be carried out in accordance with the *stormwater* management policies of this Plan and applicable Provincial legislation.

12.5.14 Oak Ridges Moraine Conservation Plan Area

a) The Town prohibits the use new rapid infiltration basins and rapid infiltration columns within the Oak Ridges Moraine Conservation Plan Area.

b) In consultation with the Region and applicable Conservation Authorities, the Town will develop a Stormwater Management Master Plan in accordance with the requirements of the Oak Ridges Moraine Conservation Plan for the Caledon East s*ettlement area*, and to require *stormwater* management plans for all *major development* in the Oak Ridges Moraine Conservation Plan Area.

12.5.15 Lake Simcoe Protection Plan Area

a) Town will require applications for *major development* within the Lake Simcoe Protection Plan boundary to be accompanied by a *stormwater* management plan that demonstrates:

i) consistency with *stormwater* management master plans;

ii) consistency with *subwatershed* studies;

iii) use of an integrated treatment train approach to minimize *stormwater* management flows and reliance on end-of-pipe controls;

iv) through an evaluation of anticipated changes in the water balance between pre-*development* and post-*development*, how such changes will be minimized; and

v) through an evaluation of anticipated changes in phosphorus loadings between pre-*development* and post-*development*, how the loadings will be minimized or prevent increases, where possible.

12.6 Utilities

12.6.1 Utilities and telecommunication *infrastructure* will be located underground, where feasible and grouped into a single utility trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights-of-way, where feasible. Interim above-ground installations may be considered for roads on temporary alignments or constructed to an interim rural cross-section.

12.6.2 Utility networks that can adapt to emerging technologies, such as smart power grids, smart metering, and advanced telecommunications to support the provision of leading-edge telecommunications services including broadband technology in *employment areas*, to attract knowledge-based industries and the growth of existing businesses, will be encouraged.

12.6.3 Utility services will be permitted in all land use designations subject to detailed engineering designs to be approved by the Town. Services proposed within the Natural Environment System designations are subject to *infrastructure* policies in Chapter 13, Natural Environment System, and should be minimized. Wherever possible, services within Natural Environment System should be confined to road crossings of the watercourses. On single loaded roads paralleling Natural Environment System corridors, services should be confined to the edge of the right-of-way farthest from the designated corridor, wherever possible.

12.6.4 Lands required to be used for large above-ground utility structures will be shown as a block(s) or easements on a draft plan of subdivision and the location will be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the Town and utility provider. Blocks for large above-ground utility structures should, where possible, be identified on a tertiary plan, where one is required.

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

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

12.6.7 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, 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.

12.7 Broadband

12.7.1 The Town recognizes the importance of having access to fast, reliable internet service as a fundamental aspect of attracting business in *employment areas*, supporting a significant number of agri-businesses, small rural and home-based businesses, and fostering an entrepreneurial spirit.

12.7.2 Broadband *infrastructure* will be supported within the Town to encourage future employment opportunities including home-based businesses, self-employment, the attraction of new businesses (particularly those within the creative and knowledge economies) and ensuring the commercial viability of existing businesses, particularly within the Town's urban areas, villages and hamlets. The Town supports the provision

of reliable, high quality and affordable telecommunications throughout the Town for its residents and businesses.

12.7.3 The Town of Caledon will:

a) explore funding opportunities and leverage investment from other levels of government and/or partnerships with the private sector to increase access to broadband service;

b) work with telecommunications companies to provide broadband *infrastructure* as part of *development*;

c) work with the proponents of new *development* to explore how it can accommodate the implementation of leading-edge communication technologies, including those required to deliver broadband services, in order to attract and maintain investment, facilitate research and *development* and knowledge-based initiatives, and support health services;

d) work with the proponents of *development* and telecommunications and utility providers to ensure that adequate utility services and telecommunication networks are or will be established to serve the anticipated *development* and will determine appropriate locations for large utility equipment or utility cluster site;

e) work with the proponents of *development* and utility providers so that utility services and telecommunication networks can be phased in as required; and,

f) work with the proponents of *development* and utility providers so that utility services and telecommunication networks can be constructed, maintained, operated and installed in a manner that is cost effective, efficient and minimizes disruption.

12.7.4 Construction of telecommunications *infrastructure* will be encouraged to locate in the road right-of-way, where feasible.

12.7.5 Conduit for broadband will generally be provided as part of *development* proposals, with priority given to the provision of broadband conduit on collector and arterial roads, as determined by the Town.

12.8 Waste Management

The Region of Peel is responsible for the management of waste generated by residents, eligible small businesses, and municipal and institutional facilities and is

committed to implementing its long-term waste management strategy to appropriately plan for and accommodate the present and future needs of citizens and businesses.

12.8.1 The Town of Caledon will promote reduction, reuse, and recycling programs (3Rs) and strive for a cost-effective waste management system to minimize environmental impacts.

12.8.2 The Town will support the Region of Peel to meet its solid waste diversion target of 75 percent by 2034.

12.8.3 Transfer stations will only be permitted on lands designated as Dry Industrial Area or Waste Management Area.

12.8.4 As directed by the Region, the Town will plan for the future and develop, review and amend this Plan and zoning by-law, other by-laws and prescribed instruments related to waste reduction and resource recovery where necessary to permit waste management sites and facilities, including processing and storage in appropriate locations so that the policies do not present unreasonable barriers to the development of waste management sites and facilities and to protect such waste management sites and facilities from incompatible uses.

12.8.5 The establishment of new landfill sites will require an amendment to this Plan and approval of the Province.

12.8.6 The location and operation of transfer stations will require the approval of the Province.

12.8.7 The Town will develop policies for *development* including land use *compatibility* within or on lands near active and closed waste management facilities including, but not limited to, landfills. This includes policies for *development* including land use *compatibility* within or on lands near active and closed waste management facilities including, but not limited to, landfills.

12.8.8 In the Greenbelt Plan Area, new waste disposal sites and facilities, and organic soil conditioning sites are prohibited in *key natural heritage feature*s, *key hydrologic features* and their associated *vegetation protection zones*.

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D11 Comparing Land Uses within the Natural Environment System

13. NATURAL ENVIRONMENT SYSTEM

Caledon's Natural Environment System, made up of a natural heritage system and a water resource system, is a defining feature of the Town and consists of an inter-connected network of natural features and areas such as *wetlands*, woodlands, valleylands, *lakes* and rivers and their *flood plains*, aquifers and associated *buffers*, *linkages* and *enhancement areas*.

Caledon is traversed by numerous creeks, rivers and valley corridors that form part of or connect to some of Ontario's most *significant* environmental features, including the Niagara Escarpment, Oak Ridges Moraine, Urban River Valleys of the Greenbelt Plan and Lake Ontario. These watercourses and valleys form the backbone of the Town's Natural Heritage System. Connected to these natural corridors are woodlands, *wetlands*, *headwater* drainage features and hedgerows, as well as the Town's parklands, *green infrastructure*, and cultural heritage system. The water resource system consists of groundwater and surface water features and overlaps with and supports some components of the Natural Heritage System. These systems are ecologically linked and function together to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.

The Natural Environment System includes provincial, regional, and local natural features and areas, hydrologic features, provincial parks, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working landscapes that enable *ecological functions* to continue. The policies contained within this chapter are intended to promote a systems approach to identify, protect, enhance, and restore the Natural Environment System. Within the Town's New Urban Areas, a Preliminary Natural Environment System has been established, and it will be studied further through the required secondary planning and *development* approval processes.

Caledon's Natural Environment System provides a host of ecological services such as biodiversity, pollination, extreme weather mitigation, erosion prevention, clean water, and flood regulation. The Natural Environment System plays an important role in addressing climate change by reducing our greenhouse gas emissions through carbon storage and helping us to adapt to the impacts of climate change (e.g., reducing the urban heat island effect). A comparison of the Natural Environment System with other land uses is shown on Figure D11, Comparing Land Use with the Natural Environment System.

The Natural Environment System also significantly contributes to the health and wellbeing of residents. The Natural Environment System provides physical and mental

benefits to residents and visitors, and mitigates impacts to human health from urbanization, such as poor air and water quality, and climate change, such as physical and mental health ramifications resulting from heat events. As Caledon continues to grow and develop, the policies for protecting, conserving, enhancing and managing our Natural Environment System will play a critical role in the resilience of our communities and ecosystems to climate change.

Together with the policies of the Conservation Authorities and other levels of government that address human-made hazards and natural resources, this Plan works to ensure that the Town's Natural Environment System and the services it provides to the community are protected. This will support a net gain in ecological features and functions while also directing incompatible *development* away from areas of natural or human-made hazards or natural resources

The policies of this chapter apply to recognized, potential and unidentified components of the Natural Environment System. In preparing secondary plans, tertiary plans and the review of all planning and *development* applications, an initial review of the lands will be undertaken to confirm the presence of any natural heritage system or water resource system components that may be present but are not shown on Schedules D1, D2a, D2b and D3 to determine if further evaluation is required.

13.1 Objectives

The planning objectives for the Natural Environment System are as follows:

a) maintain, restore, or where possible, enhance the diversity and connectivity of natural features and areas in the Town, and the long-term *ecological function* and biodiversity of the Natural Environment System recognizing *linkages* between and among natural features and areas and supporting features and areas;

b) recognize the important role the Natural Environment System plays in mitigating the impacts of climate change by protecting and enhancing natural features and areas, *ecological functions*, and connections within the system;

c) establish a resilient, inter-connected Natural Environment System that preserves and enhances natural features and areas, *ecological functions* and native biodiversity, contributes to healthy *watersheds*, recognizes the important role the agricultural and rural landscape plays in the system, and maintains the unique natural landscape and geography of the Town for future generations;

d) recognize the role and value of *compatible* and complementary agricultural and rural uses in and adjacent to the Natural Environment System and recognize that

flexible approaches to existing uses in the Natural Environment System are required to recognize historic land use permissions in these areas;

e) use the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of *development*;

f) maintain *linkages* and related functions among groundwater features, *hydrologic functions*, natural heritage features and areas, and surface water features;

g) encourage the acquisition of land within the Natural Environment System by public authorities or non-profit land trusts for *conservation* purposes;

h) provide the tools to properly assess the impacts of *development* applications located within and in proximity to the Natural Environment System;

i) ensure that *development* mitigates identified impacts on the Natural Environment System and is appropriately setback and buffered from components of the Natural Environment System; and,

j) provide opportunities, where appropriate, for passive outdoor recreational activities in the Natural Environment System provided the features and *ecological functions* are not adversely impacted.

13.2 Components of the Natural Environment System

13.2.1 The Town's Natural Environment System is made up of the following components:

a) Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Natural Features and Areas by this Plan;

b) Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Supporting Features and Areas by this Plan;

c) the Greenbelt Plan Natural Heritage System;

d) the Greenbelt Plan Urban River Valleys;

e) the Natural Heritage System for the Growth Plan;

f) the Natural Core Area and Natural Linkage Area designations within the Oak Ridges Moraine Conservation Plan;

g) the Escarpment Natural Area and Escarpment Protection Area designations within the Niagara Escarpment Plan;

h) Provincially *significant* Earth Science *Areas of Natural and Scientific Interest*

i) regionally *significant* Earth Science *Areas of Natural and Scientific Interest*; and,

j) The water resource system which includes permanent and *intermittent streams*, *wetlands*, seepage areas and springs, kettle *lakes*, *highly vulnerable aquifers* and *significant groundwater recharge areas* and Areas of High and Low Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan Area.

13.2.2 The Natural Features and Areas designation and Supporting Features and Areas overlay designation apply throughout the Town of Caledon and may be more restrictive than provincial plans and the Provincial Planning Statement unless doing so would conflict with provincial policy. In the event of a conflict, the provincial plans and Provincial Planning Statement shall prevail.

13.3 Natural Features and Areas

13.3.1 The Natural Features and Areas designation in this Plan corresponds to the Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan. The Natural Features and Areas designation is shown on Schedule D1, Natural Environment System, and Schedules D2a and D2b, New Urban Area Preliminary Natural Environment System. Individual components are shown on Schedule D3, Natural and Supporting Features and Areas. The Natural Features and Areas designation includes the following:

a) *Provincially Significant Wetlands*;

b) *woodlands* meeting one or more of the criteria for Core Area *woodland* on Table 1 of the Region of Peel Official Plan;

c) *significant* valleylands

d) Environmentally Sensitive or *Significant* Areas;

e) Provincial *Life Science Areas of Natural and Scientific Interest*;

f) the Escarpment Natural Area designation of the Niagara Escarpment Plan; and,

g) valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan.

13.3.2 Only those natural features and areas that have been identified are currently mapped and designated Natural Features and Areas. The identification, mapping and the determination of significance of additional or refinements to Natural Features and Areas can only be determined after they have been evaluated through a *Planning Act* process, to the satisfaction of the Town and relevant approval authorities.

13.3.3 *Development* and *site alteration* within the Natural Features and Areas designation is not permitted except for:

a) forest, fish and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;

c) essential *infrastructure* exempted, pre-approved or authorized under an environmental assessment process;

d) *passive recreation*;

e) minor *development* and minor *site alteration*;

f) existing uses, buildings or structures;

g) expansions or alterations to existing buildings or structures;

h) accessory, uses, buildings, or structures; and,

i) a new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure for the purposes of subsections g) and h) above.

13.3.4 Where a *development* or *site alteration* approval for any of the uses permitted in accordance with Policy 13.3.3 is proposed within the Natural Features and Areas designation, the *development* and *site alteration* will only be permitted if it has been demonstrated to the satisfaction of the Town, that there will be no *negative impacts* on the natural feature or their *ecological function*, and that:

a) there is no reasonable alternative location outside of the Natural Feature and Areas designation and the use, *development* or *site alteration* is directed away from the Natural Feature and Areas designation to the greatest extent possible;

b) if avoidance is not possible, the impact to the feature is minimized;

c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and,

d) where ecosystem compensation is determined to be appropriate and feasible, including for essential *infrastructure*, it may be considered in accordance with Town ecosystem compensation guidelines and applicable Conservation Authority requirements.

13.3.5 Policies 13.3.3 and 13.3.4 do not apply to certain *key natural heritage features* and *key hydrologic features* subject to a Provincial plan where *development* and *site alteration* is not permitted, or to *Provincially Significant Wetlands*.

13.3.6 A proposal for new *development* or *site alteration* adjacent to a feature in the Natural Features and Areas designation outside of the Greenbelt and Growth Plan Natural Heritage Systems and outside of the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas will require an *environmental impact study* and/or hydrologic evaluation to determine that there will be no *negative impacts* on the feature, *ecological function* and/or *hydrologic function* in accordance with the *adjacent lands* distances outlined in Table 13-1 and prepared to the satisfaction of the Town.

Table 13-1: Adjacent Lands Distances – Natural Features and Areas

Natural Feature and Area	**Adjacent Lands**
Provincially *Significant Wetland*	120 metres
Significant Woodland (from the dripline)	120 metres
Significant Valleyland	50 metres
Life Science Areas of Natural and Scientific Interest	50 metres

13.3.7 Damage or Destruction to Natural Features and Areas

a) In the event that portions of natural Features and Areas are damaged or destroyed by human or natural causes, there will be no adjustmenet to the boundary or redesignation of these areas in this Plan.

b) If portions of Natural Features and Areas are intentionally damaged or destroyed, the Town will require replacement or restoration of the ecological features, functions and/or landforms as a condition of development approval.

13.4 Supporting Features and Areas

13.4.1 The Supporting Features and Areas overlay designation in this Plan corresponds to the Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan. The Supporting Features and Areas overlay designation is shown on Schedule D1, Natural Environment System, and Schedules D2a and D2b, New Urban Area Preliminary Natural Environment System. Individual components are shown on Schedule D3, Natural and Supporting Features and Areas. The Supporting Features and Areas overlay designation includes the following:

a) evaluated non-provincially *significant wetlands*;

b) unevaluated *wetlands*;

c) *woodlands* meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan;

d) cultural *woodlands* and cultural savannahs within the Urban System meeting one or more of the criteria for a Potential Natural Area and Corridor *woodland* in Table 1 of the Region of Peel Official Plan;

e) any other *woodland* greater than 0.5 hectares that does not meet the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan;

f) *significant wildlife habitat* meeting one or more of the criteria in the Ministry of Northern Development, Mines, Natural Resources and Forestry *significant wildlife habitat* technical guide, but located outside of an applicable Provincial plan area;

g) *fish habitat*;

h) habitat of aquatic species at risk;

i) *habitat of endangered species and threatened species*;

j) regionally *significant Life Science Areas of Natural and Scientific Interest*;

k) Provincially *significant* Earth Science *Areas of Natural and Scientific Interest;*

l) regionally *significant* Earth Science *Areas of Natural and Scientific Interest;*

m) the Escarpment Protection Area designation of the Niagara Escarpment Plan;

n) Any other valley and stream corridor that have not been defined as meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan;

o) sensitive head water areas and *sensitive groundwater discharge areas*;

p) *sensitive groundwater recharge areas*;

q) *enhancement areas*;

r) *linkages*;

s) *vegetation protection zones* identified in Provincial plans and *buffers* outside of Provincial plan areas;

t) savannahs; and,

u) alvars.

13.4.2 Permitted uses in the Supporting Features and Areas overlay designation are those permitted in the underlying land use designation and in accordance with applicable Provincial Plans and regulatory requirements under the *Conservation Authorities Act*. Notwithstanding the above, no *development* or *site alteration* will be permitted within the Supporting Features and Areas overlay designation unless it has been demonstrated to the satisfaction of the Town, that there will be no *negative impacts* on the feature or their *ecological functions* and/or *hydrologic functions*, and that:

a) there is no reasonable alternative location outside of the Supporting Feature and Areas designation and the use, *development* or *site alteration* is directed away from the Natural Feature and Areas designation to the greatest extent possible;

b) if avoidance is not possible, the impact to the feature is minimized;

c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and,

d) where ecosystem compensation is determined to be appropriate and feasible, including for essential *infrastructure*, it may be considered in accordance with Town ecosystem compensation guidelines.

13.4.3 A proposal for new *development* or *site alteration* adjacent to a feature in the Supporting Features and Areas overlay designation outside of the Greenbelt and Growth Plan natural heritage systems and outside of the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas will require an *environmental impact study* and/or hydrologic evaluation to determine that there will be no *negative impacts* on the feature or their *ecological functions* and/or *hydrologic functions* generally in accordance with the *adjacent lands* distances outlined in Table 13-2, to be confirmed through the pre-consultation process to the satisfaction of the Town.

Table 13-2: Adjacent Lands Distances – Supporting Features and Areas

Supporting Feature and Area	**Adjacent Lands**
Earth Science Area of Natural and Scientific Interest	50 metres
Significant Wildlife Habitat	50 metres
Habitat of Endangered Species and Threatened species	50 metres
Wetlands evaluated as non-provincially *significant*	50 metres
Wetlands (non-evaluated)	50 metres
Woodlands (other) - meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan	50 metres

13.4.4 Policy 13.4.2 does not apply to certain *key natural heritage features* and key hydrologic features subject to a Provincial plan where *development* or *site alteration* is not permitted or where there are specific criteria that differ from those listed in Policy 13.4.2 that need to be met before *development* or *site alteration* can be permitted.

13.4.5 If *development* or *site alteration* is proposed within or adjacent to *fish habitat* or the *habitat of endangered species and threatened species*, the policies of Policies 13.11.1 and 13.11.2 apply.

13.4.6 The presence of Supporting Features and Areas will be screened for by a proponent when an *environmental impact study* and/or hydrologic evaluation is required, prepared to the satisfaction of the Town, to support a *development* or *site alteration* application both inside and outside of *settlement areas* or when a local *subwatershed* or equivalent study is being undertaken.

13.4.7 If Supporting Features and Areas are identified through an *environmental impact study*, hydrologic evaluation, or local *subwatershed* or equivalent study, the evaluation will determine, to the satisfaction of the Town:

a) the extent of the supporting feature and area along with its *ecological functions* and relationship to nearby *key natural heritage features*, *key hydrologic features* and/or Natural Features and Areas;

b) whether the Supporting Feature and Area should be protected from *development* permitted under Policy 13.4.2 due to the extent of support it provides to the ecological and/or *hydrologic functions* of nearby *key natural heritage features*, *key hydrologic features* and/or other natural features and areas; and,

c) conditions to be attached to the approval of the proposed *development* or *site alteration*.

13.4.8 *Enhancement areas* have not been identified on the schedules to this Plan but can include Supporting Features and Areas. Notwithstanding the above, potential *enhancement areas* are shown on Schedules D2a and D2b, which apply to the New Urban Area, and which were identified in the Region of Peel Scoped Subwatershed Study (Wood et al., 2022). *Enhancement areas* are intended to consist of natural *self-sustaining vegetation* that increases the ecological resilience and function of individual *key natural heritage features*, key hydrologic features and/or Natural Features and Areas and/or other Supporting Features and Areas, or groups of such features, by:

a) increasing the size of *key natural heritage features*, key hydrologic features and/or natural heritage features and areas;

b) connecting *key natural heritage features*, key hydrologic features and/or natural heritage features and areas to create larger contiguous natural areas;

c) improving the shape of *key natural heritage features*, key hydrologic features and/or natural heritage features and areas to increase interior habitat conditions; or,

d) including critical function zones and important catchment areas for sustaining *ecological functions*.

13.4.9 The potential *enhancement areas* identified in Schedules D2a and D2b are subject to Policies 13.4.10 and 13.4.11.The presence of other potential *enhancement areas* will be screened for by a proponent when an *environmental impact study* and/or hydrologic evaluation is required to support an application for *development* and *site alteration*, both inside and outside of *settlement areas* or when a local *subwatershed* or equivalent study is being undertaken. These studies and/or evaluations will be prepared to the satisfaction of the Town.

13.4.10 When carrying out an *environmental impact study*, hydrologic evaluation, or local *subwatershed* or equivalent study to determine whether *enhancement areas* should be identified within or adjacent to a feature or whether a potential *enhancement area* identified on Schedules D2a and D2b should be retained or relocated to a more appropriate location that provides a net benefit, an evaluation will be completed to the satisfaction of the Town that:

a) assesses the potential ecological benefit of an *enhancement area* to the nearby *key natural heritage feature*, key hydrologic feature and/or Natural Feature and Area, and Supporting Feature and Area (an example would be an *enhancement area* fill in a gap, a bay or inlet to support overall shape, size, and contiguity of the overall Natural Environment System);

b) confirms the location of the *enhancement area* or considers whether the establishment of an *enhancement area* in a different location than identified on Schedules D2a and D2b is appropriate, provided it supports the net benefit mitigation hierarchy established in Policy 13.9.2;

c) considers the most appropriate shape/extent of an *enhancement area* so that the *ecological functions* of the nearby *key natural heritage feature*, key hydrologic feature and/or Natural Feature and Area are enhanced;

d) considers opportunities for enhancements within floodplains, where *development* is generally restricted;

e) considers opportunities to provide additional connectivity within and between *key natural heritage features*, *key hydrologic features* and/or Natural Features and Areas; and,

f) considers how the function and spatial extent of an *enhancement area* can be incorporated into the design and layout of the proposed *development*.

13.4.11 In a case where an *enhancement area* is identified, or where one or more of the potential *enhancement areas* identified on Schedule D2a and D2b are retained in accordance with Policy 13.4.11, the lands within the *enhancement area* shall be planted and left as natural *self-sustaining vegetation*. The *enhancement area* may also be designed to be integrated with other *compatible* land uses and *infrastructure* if it can be demonstrated that the long-term *ecological function* of the *enhancement area* would be retained and the *enhancement area* is planned to be restored to a natural state.

13.4.12 *Linkages* have not been identified on the schedules to this Plan. Notwithstanding the above, potential *linkages* are shown on Schedules D2a and D2b, which apply to the New Urban Area and which were identified in the Region of Peel Scoped Subwatershed Study (Wood et al., 2022). Opportunities for the establishment of ecologically appropriate *linkages* shall be screened for when an *environmental impact study*, hydrologic evaluation, and/or local *subwatershed* or equivalent study is required to support an application for *development* and *site alteration* both inside and outside of *settlement areas* or when a local *subwatershed* or equivalent study is being undertaken. These studies and/or evaluations will be prepared to the satisfaction of the Town.

13.4.13 When carrying out an *environmental impact study*, hydrologic evaluation, or local *subwatershed* or equivalent study to determine whether *linkages* should be identified or whether a potential *linkage* identified on Schedules D2a and D2b should be retained, or relocated to a more appropriate location that provides a net benefit, an evaluation will be completed, to the satisfaction of the Town that:

a) assesses the ecological features and functions of a potential *linkage*, including its vegetative, wildlife, and/or landscape features or functions;

b) confirm the location of the *linkage* or considers whether the establishment of a *linkage* in a different location than identified on Schedules D2a and D2b is appropriate, provided it supports the net benefit mitigation hierarchy established in Policy 13.9.2;

c) identifies the corresponding boundaries of nearby *key natural heritage features*, *key hydrologic features* and/or natural features and areas and any other supporting features and areas that may be present;

d) identifies appropriate boundaries/widths for the potential *linkage* that permit the movement of wildlife between nearby *key natural heritage features*, key hydrologic features, and/or natural feature and areas;

e) describes the *ecological functions* the *linkage* is intended to provide and identifies how these *ecological functions* can be maintained or enhanced within a *development* proposal;

f) assesses the potential for *compatible* uses including, but not limited to, *stormwater management ponds*, *passive recreational* uses, and trails within the *linkage* to determine how the intended *ecological functions* of the *linkage* can be maintained or enhanced;

g) assesses potential impacts on the *linkage* as a result of the *development*; and,

h) makes recommendations on how to protect, enhance, or mitigate impacts on the *linkage* and its *ecological functions* through avoidance and planning, design, and construction practices.

13.4.14 Possible outcomes of an evaluation carried out in accordance with Policy 13.4.14, include:

a) the establishment of a *linkage* that would be planned to be incorporated into the Natural Environment System and protected from *development* and which may be used for *passive recreational* uses;

b) the incorporation of the *linkage* into the *development*, with linear *infrastructure*, and other *infrastructure* and associated small-scale structures permitted in the *linkage* in such a manner that protects the long-term *ecological function* of the *linkage*;

c) the elimination of the *linkage* based on area or site-specific analysis.

13.4.15 If a *linkage* identified in an *environmental impact study*, hydrologic evaluation, or local *subwatershed* or equivalent *study* is proposed to be eliminated, or if a potential *linkage* identified on Schedules D2a and D2b is proposed to be eliminated, it must be demonstrated to the satisfaction of the Town that:

a) maintaining a *linkage* is not necessary for ecological reasons;

b) the loss of the *linkage* will not decrease the overall ecological connectivity in the area; and,

c) the *linkage* is not required to support the long-term *sustainability* of the overall Natural Environment System.

13.4.16 In a case where all or part of a *linkage* area is retained in accordance with Policy 13.4.14, the lands within the *linkage* area will be planted and left as natural *self-sustaining vegetation* (except for those lands used for *infrastructure* and *passive recreational uses*, if permitted) or remain in *agricultural use*. The *linkage* may also be designed to permit *compatible* uses as evaluated in Policy 13.4.15 so long as the *ecological function* of the *linkage* is maintained.

13.5 Greenbelt Plan and Growth Plan Natural Heritage Systems and Key Hydrologic Features

13.5.1 *Development* or *site alteration* is not permitted within *key hydrologic features* or *key natural heritage features* within the natural heritage system and the Greenbelt Plan natural heritage systems, within *key hydrologic features* outside of the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan and outside of *settlement areas*, including any associated *vegetation protection zone*, except for:

a) forest, fish, and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the *Environmental Assessment Act*;

d) all existing uses in the Greenbelt Plan Area;

e) single dwellings on existing lots of record in the Greenbelt Plan area, provided they were zoned for such as of the date the Greenbelt Plan initially came into effect;

f) mineral aggregate operations and *wayside pits and quarries* subject to Provincial policy, the Region of Peel Official Plan and Chapter 20 of this Plan, which is to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2;

g) recreational uses in the Greenbelt Plan Natural Heritage System in accordance with the requirements of the Greenbelt Plan and Chapter 14, Parks and Open Space, of this Plan;

h) small-scale structures for recreational uses, including but not limited to, boardwalks, footbridges, fences, docks, picnic facilities and supporting *infrastructure* such as ground signs, if measures are taken to minimize the number of such structures and their *negative impacts*;

i) expansions to existing buildings and structuresand uses, and conversions of legally existing uses which bring the use more into conformity with this Plan, subject to demonstration that the use does not expand into the *key hydrologic feature* or *key*

natural heritage feature or *vegetation protection zone* unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

j) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:

i) there is no alternative, and the expansion or alteration in the feature is minimized and, in the *vegetation protection zone*, is directed away from the feature to the maximum extent possible; and,

ii) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible.

13.5.2 New *development* or *site alteration* within the Greenbelt Plan and Growth Plan natural heritage systems will demonstrate that:

a) there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions, to the satisfaction of the Town;

b) connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

c) the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;

d) except for uses described in and governed by the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2), the disturbed area, including any buildings and structures, will not exceed 25 percent of the total developable area, and the *impervious surface* will not exceed 10 percent of the total developable area;

e) with respect to golf courses, the disturbed area will not exceed 40 percent of the total developable area; and,

f) at least 30 percent of the total developable area will remain or be returned to natural *self-sustaining vegetation*, except where specified in accordance with the

policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2).

13.5.3 Notwithstanding Policy 13.5.2, the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* are permitted within the Greenbelt Plan and Growth Plan Natural Heritage Systems, subject to the respective requirements of those plan. New buildings or structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* are not subject to Policy 13.5.2 but are subject to Policy 13.5.8.

13.5.4 A proposal for new *development* or *site alteration* within 120 metres of any *key natural heritage feature* within the Greenbelt Plan and Growth Plan Natural Heritage Systems or any *key hydrologic feature* within of the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan, or otherwise outside of *settlement areas* may require an *environmental impact study* and/or hydrologic evaluation, or equivalent study prepared to the satisfaction of the Town and relevant approval authorities, that identifies a *vegetation protection zone*, which:

a) protects the *key natural heritage feature* or *key hydrologic feature* and its functions from the impacts of the proposed change;

b) is established to achieve and be maintained as natural self- sustaining vegetation; and,

c) for *wetlands*, seepage areas and springs, *fish habitat*, permanent and *intermittent streams*, inland *lakes* and *significant woodlands*, is no less than 30 metres measured from the outside boundary of the feature.

13.5.5 Studies and evaluations undertaken in accordance with Policy 13.5.4 will also identify any additional restrictions to be applied before, during, and after *development* to protect the *hydrologic functions* and *ecological functions* of the feature.

13.5.6 *Development* or *site alteration* will not be permitted in the *vegetation protection zone*, except as described in Policies 13.5.1.

13.5.7 Notwithstanding Policies 13.5.4 and 13.5.6, an *environmental impact study* may not be required for a proposal for *development* or *site alteration* on a site where the only *key natural heritage feature* is the *habitat of endangered species and threatened species*.

13.5.8 Notwithstanding Policies 13.5.4 and 13.5.6, new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* will not be required to undertake an *environmental impact study* and/or hydrologic evaluation if a

minimum 30 metre *vegetation protection zone* is provided from a *key natural heritage feature* or *key hydrologic feature*.

13.5.9 Uses permitted in accordance with Policy 13.5.8 are exempt from the requirement of establishing a condition of natural *self-sustaining vegetation* if the land is, and will continue to be, used for agricultural purposes and will pursue best management practices to protect and restore *key natural heritage features*, *key hydrologic features*, and their functions.

13.5.10 Notwithstanding Policy 13.5.6, and where not otherwise prohibited by a Provincial plan, the following types of minor construction are permitted without an *environmental impact study* and/or hydrologic evaluation within the *natural heritage systems* but outside of the *vegetation protection zone* adjacent to a *key natural heritage feature* or *key hydrologic feature*:

a) new *accessory facilities* to a residential use (garage, workshop, etc.) below 50 square metres;

b) expansions to existing *accessory facilities* to a residential use below 50 percent of the size of the original building;

c) expansions to existing residential buildings below 50 percent of the size of the original building; and,

d) reconstruction of an existing residential dwelling of the same size in the same location.

13.5.11 Parkland dedication and school sites required as a condition of approval for *development* within an urban settlement area shall not be permitted within the Natural Heritage System of the Greenbelt Plan.

13.6 Niagara Escarpment Plan Area

13.6.1 *Development* is not permitted in *key hydrologic features* or *key natural heritage features* in the Niagara Escarpment Plan Area except for the following, which may be permitted subject to compliance with all other relevant policies of this Plan:

a) *development* of a single dwelling and *accessory facilities* outside a *wetland* on an *existing lot of record*, provided that the disturbance is minimal and where possible temporary;

b) forest, fisheries and wildlife management to maintain or enhance the feature;

c) *conservation* and flood or erosion control projects, after all alternatives have been considered;

d) the Bruce Trail, and other trails, boardwalks and docks on parks and open space lands that are part of the Parks and Open Space System; and,

e) *infrastructure*, where the project has been deemed necessary to the public interest and there is no other alternative.

13.6.2 The diversity and connectivity between *key natural heritage features* and *key hydrologic features* will be maintained, and where possible, enhanced for the movement of native plants and animals across the landscape.

13.6.3 *Development* in other natural features not identified as *key natural heritage features* or *key hydrologic features* should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible, and the impact of the *development* on the natural feature and its functions will be minimized.

13.6.4 Where policies or standards of other public bodies or levels of government exceed the policies related to *key natural heritage features* or *key hydrologic features* in this Plan and the Niagara Escarpment Plan, such as may occur with *habitat of endangered species and threatened species* under the *Endangered Species Act, 2007*; *natural hazards* where Section 28 regulations of the *Conservation Authorities Act* apply; or, fisheries under the *Federal Fisheries Act*, the most restrictive provision or standard applies.

13.6.5 If, in the opinion of the Niagara Escarpment Commission, a proposal for *development* within 120 metres of a *key natural heritage feature* has the potential to result in a *negative impact* on the feature and/or its functions, or on the connectivity between *key natural heritage features* and *key hydrologic features*, a natural heritage evaluation will be required to show the following, except with respect to a *key natural heritage feature* that is solely the *habitat of endangered species and threatened species*, which is subject to Policy 13.6.7 below:

a) demonstration that the *development*, including any alteration of the natural grade or drainage, will protect the *key natural heritage feature* or the related functions of that feature;

b) identification of planning, design and construction practices that will minimize erosion, sedimentation and the introduction of nutrients or pollutants and protect and, where possible, enhance or restore the health, diversity and size of the *key natural heritage feature*;

c) determination of the minimum *vegetation protection zone* required to protect and where possible enhance the *key natural heritage feature* and its functions; and,

d) demonstration that the connectivity between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained and where possible enhanced for the movement of native plants and animals across the landscape.

13.6.6 For the purposes of Policy 13.6.5 c), a *vegetation protection zone* will:

a) be of sufficient width to protect and where possible enhance the *key natural heritage feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction;

b) be established to achieve, and be maintained as, natural *self-sustaining vegetation*; and,

c) in the case of *Areas of Natural and Scientific Interest* (Earth Science and *Life Science),* include without limitation an analysis of land use, soil type and slope class.

13.6.7 *Development* within the *habitat of endangered species* and *threatened species*:

a) located within Escarpment Natural Areas and Escarpment Protection Areas, is not permitted, except for *development* referred to in Policy 13.6.1 which may be permitted provided it is in compliance with the *Endangered Species Act, 2007*; and,

b) located within Escarpment Rural Areas, Mineral Resource Extraction Areas, Urban Areas, Minor Urban Centres and Escarpment Recreation Areas, is not permitted unless it is in compliance with the *Endangered Species Act, 2007*.

13.6.8 New buildings and structures for *agricultural uses* are not required to establish a condition of natural *self-sustaining vegetation* within a *vegetation protection zone* if the land is, and will continue to be, used for agricultural purposes provided that where *key natural heritage features* are located within 240 metres of each other, and connectivity between features will be maintained. In all cases, *agricultural uses* should pursue best management practices to protect and/or restore *key natural heritage features* and functions.

13.6.9 *Development* is not permitted in *key hydrologic features* except for the following, which may be permitted subject to compliance with all other relevant policies of this Plan and the Niagara Escarpment Plan:

a) *accessory facilities* to a single dwelling outside of a *wetland* on an *existing lot of record*, provided that the disturbance is minimal and where possible temporary;

b) forest, fisheries and wildlife management to maintain or enhance the feature;

c) *conservation* and flood or erosion control projects, after all alternatives have been considered;

d) the Bruce Trail, and other trails, boardwalks and docks on parks and open space lands that are part of the Niagara Escarpment Parks and Open Space System; or,

e) *infrastructure*, where the project has been deemed necessary to the public interest after all other alternatives have been considered.

13.6.10 If, in the opinion of the Niagara Escarpment Commission, a proposal for *development* within 120 metres of a *key hydrologic feature* has the potential to result in a *negative impact* on the feature and/or its functions, a hydrologic evaluation will be required that:

a) demonstrates that the *development*, including any alteration of the natural grade or drainage, will protect:

i) the *key hydrologic feature* or the *hydrologic functions* of that feature;

ii) the *quality and quantity* of groundwater and surface water;

iii) natural streams or drainage patterns; and,

iv) the overall water budget for the *watershed*, including existing and planned municipal drinking water systems.

b) identifies planning, design and construction practices that will minimize erosion, sedimentation and the introduction of nutrients or pollutants and protect, and where possible, enhance or restore the health, diversity and size of the *key hydrologic feature*, including:

i) natural features should be preserved;

ii) temporary vegetation and/or mulching should be used to protect critical areas exposed during *development*;

iii) topsoil should not be removed from the site, but rather, should be stored and redistributed as a suitable base for seeding and planting;

iv) sediment control devices should be installed to remove sediment from runoff due to changed soil surface conditions during and after construction; and,

v) construction in or across a watercourse or *wetland* should be appropriately timed to minimize impacts on fish and *wildlife habitat*.

c) determines the minimum *vegetation protection zone* required to protect and where possible enhance the *key hydrologic feature* and its functions.

13.6.11 A *vegetation protection zone* will:

a) be of sufficient width to protect the *key hydrologic feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function; and,

b) be established to achieve and be maintained as natural *self-sustaining vegetation*.

13.6.12 In the case of permanent and *intermittent streams* and seepage areas and springs, the determination of the *vegetation protection zone* will include, without limitation, an analysis of land use, soil type and slope class.

13.6.13 New buildings and structures for *agricultural uses* are not required to establish a condition of natural *self-sustaining vegetation* within a *vegetation protection zone* if the land is, and will continue to be, used for agricultural purposes. Despite this exemption, *agricultural uses* should pursue best management practices to protect and/or restore *key hydrologic features* and functions.

13.6.14 No sewage system shall be allowed closer than 30 metres from a *key hydrologic feature*. Where the setback cannot be achieved on an *existing lot of record*, the distance may be varied depending upon the sensitivity of the feature, to the satisfaction of the Niagara Escarpment Commission.

13.7 Oak Ridges Moraine Conservation Plan Area

13.7.1 All *development* and *site alteration* with respect to land within a *key natural heritage feature*, *key hydrologic feature* identified by the Oak Ridges Moraine Conservation Plan or the related minimum *vegetation protection zone* is prohibited, except the following:

a) forest, fish, and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;

c) *development* of *infrastructure* in accordance with the requirements set out in Section 41 of the Oak Ridges Moraine Conservation Plan;

d) low intensity recreational uses as described in Section 37 of the Oak Ridges Moraine Conservation Plan;

e) any *development* and *site alteration* in Countryside Areas or Settlement Areas that is within the *habitat of an endangered species and threatened species*, but only if it is not prohibited under the *Endangered Species Act, 2007* and it complies with any requirements or restrictions under that Act or the Oak Ridges Moraine Conservation Plan, and it is not within any other *key natural heritage feature* or the related minimum *vegetation protection zone*; and,

f) *agricultural uses* other than uses associated with on-farm buildings and structures, but only with respect to land in the minimum *vegetation protection zone* related to a *key natural heritage feature* or key hydrologic feature and not in the key natural heritage or key hydrologic feature itself.

13.7.2 The table at the end of Part III of the Oak Ridges Moraine Conservation Plan sets out the minimum areas of influence and minimum *vegetation protection zones* for *key natural heritage features* and key hydrologic features.

13.7.3 An application for *development* or *site alteration* with respect to land within the minimum area of influence that relates to a *key natural heritage feature*, but outside the *key natural heritage feature* itself and the related minimum *vegetation protection zone*, will require the submission of a natural heritage evaluation under Section 23 of the Oak Ridges Moraine Conservation Plan, completed to the satisfaction of the Town and relevant approval authorities.

13.7.4 Despite Policy 13.7.3, a natural heritage evaluation is not required in the case of an application relating to the construction of a new building or structure in the minimum area of influence of a *key natural heritage feature* if the proposed building or structure is for *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* and is located a minimum of 30 metres from the *key natural heritage feature*.

13.7.5 An application for *development* or *site alteration* with respect to land within the minimum area of influence that relates to a *key hydrologic feature*, but outside the *key hydrologic feature* itself and the related minimum *vegetation protection zone*, will require the submission of a hydrologic evaluation under Section 26(4) of the Oak Ridges Moraine Conservation Plan, to the satisfaction of the Town and relevant approval authorities.

13.7.6 Despite Policy 13.7.5, a hydrologic evaluation is not required in the case of an application relating to the construction of a new building or structure in the minimum area of influence of a *key hydrologic feature* if the proposed building or structure is for *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* and is located a minimum of 30 metres from the *key hydrologic feature*.

13.7.7 Any *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* that are carried out in the minimum area of influence that relates to a *key natural heritage feature* or key hydrologic features will be carried out in accordance with best management practices to protect or restore *key natural heritage features*, key hydrologic features and related ecological and/or *hydrologic functions*.

13.7.8 An application for *development* or *site alteration* with respect to land within the Oak Ridges Moraine Conservation Plan Area that would result in the generation of excess soil or the receiving and placement of fill, including *infrastructure development*, will include a soil management plan, prepared to the satisfaction of the Town, that outlines the best practices to be used to ensure that:

a) excess soil is reused on site or locally to the maximum extent possible;

b) where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; and

c) the quality of fill received and the placement of fill at the site is *compatible* with adjacent land uses, and will not cause an adverse effect to the current or proposed use of the property, the features and *ecological functions* of the Natural Environment System or *cultural heritage resources*.

13.7.9 Within the Oak Ridges Moraine Conservation Plan Area, the internal boundaries of the Oak Ridges Moraine Conservation Plan Area land use designations, as delineated on Schedule B3c, have been further defined by the Town of Caledon in accordance with the applicable provisions of the Oak Ridges Moraine Conservation Plan and this Plan. No further amendments to the ORMCP land use designations on Schedule B3c will be considered until the time of the ten-year review of the Oak Ridges Moraine Conservation Plan.

13.8 Lake Simcoe Protection Plan Area

13.8.1 No structures, including boathouses, shall be permitted in *lakes* or in a *permanent* or *intermittent stream* if the structure impedes the natural flow of warer along the *shoreline* or in the stream, if the structure is intended to be used as a dwelling, or if the structure or its construction harmfully alters fish habitat. This policy does not prohibit drainage works such as those permitted under the Drainage Act, those required for *infrastructure*, or structures required for the purposes of stewardship, conservation, restoration or remediation undertakings.

13.8.2 *Development* requiring the alteration of *lakes* or any *permanent* or *intermittent streams* within the Lake Simcoe Protection Plan Area is prohibited, except for the purpose of establishing or altering drainage works such as those works under the *Drainage Act*, *infrastructure* or for stabilization, erosion control or protection purposes, if it is demonstrated that natural shoreline treatments will be used to maintain the natural contour of the *shoreline* where practical, and a vegetative *riparian area* will be established to the extent feasible. Lands used for agricultural purposes do not require the establishment of a vegetative *riparian area* if the land is and will continue to be used for agricultural purposes.

13.8.3 A proposal for new development or site alteration within 120 metres of a *key natural heritage feature* or a *key hydrologic feature* shall provide for the establishment and maintenance of natural self-sustaining vegetation to the extent and width of the associated *vegetation protection zone* in accordance with the policies of the Lake Simcoe Protection Plan. If the natural self-sustaining vegetation is removed from a *key natural heritage feature*, a *key hydrologic feature* or any related *vegetation protection zone* as a result of any *development* or *site alteration* permitted by the Lake Simcoe Protection Plan, the natural self-sustaining vegetation shall be re-established to the extent feasible following completion of that activity.

13.9 Minimum Buffers

13.9.1 Table 13-3 sets out the minimum *buffers* required from certain components of the Natural Environment System on lands not subject to Sections 13.5, 13.6, 13.7 and 13.9:

Table 13-3: Minimum Buffers

Component of the Natural Environment System	Minimum Buffer
Life Science Areas of Natural and Scientific Interest	15 metres
Valleyland (*significant*)	15 metres
Wetland	30 metres
Wildlife habitat (*significant*)	15 metres
Woodland (*significant*)	20 metres
Woodlands meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan	15 metres
Other *woodlands*	10 metres

Note: Conservation Authority regulatory allowances apply separate from the *buffers* in this table

13.10 Natural Environment System in New Community Areas and New Employment Areas

In 2022, the Region of Peel completed the Scoped Subwatershed Study (Wood et. al, 2022) to inform the New Community Areas and New Employment Areas shown on Schedule F1, Urban System.

The Region of Peel Scoped Subwatershed Study (Wood et al., 2022) includes mapping of a Preliminary Natural Environment System for the New Community Areas and New Employment Areas as shown on Schedules D2a and D2b. Apart from Natural Features and Areas and Supporting Features and Areas, these schedules identify other features, 30 metre *buffers* to Natural Features and Areas, potential *linkages* and potential *enhancement areas*. These additional areas are not designations, but are intended to inform the preparation of more detailed studies, which will result in the designation and protection of certain areas. The identification of the Preliminary Natural Environment System was guided by system-level goals and targets focused on creating a system that takes direction from policy, best practices, and good science and that is robust, resilient and connected.

13.10.1 A local *subwatershed study*, or equivalent study, will be completed to the satisfaction of the Town, and in accordance with terms of reference approved by the Town, for each secondary plan area or new *development* area in the New Community Areas and New Employment Areas.

a) The study will, at minimum:

   i) characterize existing environmental conditions;

   ii) delineate *natural hazards* and address the *natural hazards* policies in Chapter 16, Natural and Human-made Hazards, of this Plan;

   iii) establish environmental targets to maintain, restore and enhance existing conditions;

   iv) review, confirm and refine the Preliminary Natural Environment System shown on Schedules D2a and D2b, New Urban Area Preliminary Natural Environment System;

   v) assess the *cumulative impacts* from existing and planned *development,* with consideration of climate impacts;

   vi) consider land use, *development*, and *infrastructure* alternatives to avoid or minimize impacts;

   vii) identify management strategies and actions to meet environmental targets and objectives including the identification of water resource and Natural Environment System features and areas requiring protection, improvement, restoration and enhancement;

   viii) confirm the boundaries and appropriate *buffers* for protection, restoration and enhancement of the Natural Environment System; and,

   ix) recommend monitoring and adaptive environmental management.

b) The limits of the study area of a local *subwatershed* study, or equivalent study, will:

   i) consider Policy 21.3.3 and Figure F3, Secondary Plan Areas;

   ii) ensure that the study will:

      - characterize the location, extent, sensitivity and significance of the water resource system, and Natural Environment System form and functions, within and across the secondary plan area or *development* area; and,

- evaluate the factors and influences that are important to the *sustainability* of the water resources system, and Natural Environment System form and functions, to the satisfaction of the Town; and,

iii) be determined in consultation with the Town, the Region and the Conservation Authority/Authorities; and,

iv) be approved by the Town.

c) The local *subwatershed* study, or equivalent study, will refine and implement the recommendations of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022). Some of those recommendations have been incorporated in the policies below, which will be relied upon when preparing local *subwatershed* studies and making decisions on what areas should be designated and protected from *development*.

13.10.2 As recommended in the Region of Peel Scoped Subwatershed Study (Wood et al., 2022), the management of the Natural Environment System in the New Community Areas and New Employment Areas as shown on Schedules D2a, and D2b will be guided by a net benefit mitigation hierarchy. This approach is supported by this Plan. The mitigation hierarchy is a sequential approach to planning and decision-making where emphasis is placed on avoidance, followed by minimization and mitigation to achieving no *negative impact* before considering other options. The net benefit mitigation hierarchy requires that the outcome exceeds no *negative impact* and achieves a net positive outcome. Refinements to the Natural Environment System and the net benefit mitigation hierarchy will be guided by the system targets and management and design recommendations in Part C, Implementation Plan, of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022) and achieved through enhancement (primary method), restoration, regenerative opportunities, etc. The net gain mitigation hierarchy is generally described as follows and is required to be relied upon in future detailed studies for the New Community Areas and New Employment Areas:

a) Avoid Creating the Impact – this can be achieved through a range of actions including protecting features and functions, siting, management techniques and design.

b) Minimize and Mitigate the Impact(s) – where impacts cannot be avoided, effort should be placed on opportunities to minimize impacts to the extent possible and mitigate remaining impacts.

c) Restore the System – Restoration includes opportunities to address existing issues or impacts to improve the form or function of the system in-situ.

d) Enhance the System – enhancements in the system context generally include additions to natural cover, increasing habitat diversity to enhance functions, etc. These can be used to support retaining a feature in-situ to avoid impact(s) and support achieving a net benefit outcome.

e) Replication / Compensation – replication and/or compensation may be considered in limited circumstances. Replication and/or compensation are to be considered only after consideration is given to preceding steps in the hierarchy.

13.10.3 *Buffers* are an important component of a mitigation strategy where *development* is proposed adjacent to sensitive or *significant* feature(s) in new Community and New Employment Areas. At the system-scale, *buffers* represent a primary mitigation tool, however in planning and implementing mitigation, they are to be considered as one part of a mitigation strategy. The best approach is to apply multiple layers of mitigation to reduce reliance on *buffers* to address all potential impacts and place further effort on weaving mitigation, net benefit and regenerative opportunities throughout the land planning and design process where possible. This approach will not remove the need for *buffers*; rather, it provides a complex suite of mitigation to support better outcomes for the protection of features and their functions.

13.10.4 *Buffers* in the New Community Areas and New Employment Areas shown on Schedule F1, Urban System, are to be informed by both existing conditions and sensitivities, and the anticipated impacts that a *buffer* is being used to mitigate. Where possible, opportunities to address impacts (avoid, minimize) 'at-source' through siting and design for land uses should be considered as part of a layered approach to mitigation. This approach will reduce the overall impact of *developments*, encourage *sustainable* design and support *development* of resilient system(s) and communities.

13.10.5 Based on the above, minimum *buffer* widths will be established in local *subwatershed* or equivalent studies prepared to the satisfaction of the Town to support secondary planning and *development* in New Community Areas and New Employment Areas. The minimum *buffer* widths will be established as part of an initial assessment of the general land uses contemplated adjacent to the Natural Environment System and the significance of any of the components of the Natural Environment System being studied.

13.10.6 The final *buffer* width within New Community Areas and New Employment Areas will be determined through an *environmental impact study*, prepared to the satisfaction of

the Town, at the *development* stage when additional information is available to determine the nature of adjacent uses and related impacts on the Natural Environment System and may include increases or decreases to the *buffer* widths identified through the secondary planning process. When determining the final *buffer* width, consideration will be given to the following matters:

a) enhancement and mitigation opportunities such as vegetative planting within the *buffers* or fencing on abutting lands;

b) achieving adequate buffers to *stormwater* management components, which may necessitate wider *buffer* widths;

c) the intensity of the abutting land uses as illustrated through specific plans for such uses (i.e., grading, setbacks, maintenance, servicing, built form including height, location of buildings and structures and other activities); and,

d) the *ecological functions*, characteristics, significance and sensitivity of the feature the *buffer* is required from.

13.10.7 Where a feature/area is regulated by a Conservation Authority, and the regulatory requirements exceed the required *buffer*, those regulatory requirements will apply, subject to the provisions of the *Conservation Authorities Act*.

13.10.8 *Linkages* and potential *linkages* were identified by the Region of Peel Scoped Subwatershed Study (Wood et al., 2022), which are all shown as potential *linkages* in Schedules D2a and D2b These potential *linkages* are required to be reviewed through local *subwatershed* or equivalent studies, prepared to the satisfaction of the Town. While their basic location and connections across the landscape are to be maintained, the exact alignment and any minor refinement to width (i.e., above the minimums identified) will be guided by the following:

a) Wherever possible, *linkages* are to follow existing feature pathways.

b) Where natural pathways are not available, minimum distance opportunities for connecting features / areas are to be used.

c) Alignment and width are to be informed by site-specific study which considers target species, anticipated pathways of movement (e.g., using connectivity analysis and/or field evidence).

d) *Linkages* are to be implemented with minimum widths as identified in local *subwatershed* or equivalent studies. Final widths may be larger than the minimum based on site-specific condition (e.g., features, species, etc.).

e) Accommodation of Conservation Authority regulatory requirements, subject to the provisions of the *Conservation Authorities Act*.

13.10.9 Replication of features may be considered through local *subwatershed* studies, prepared to the satisfaction of the Town, except where features are required to be protected in accordance with the policies of this Plan. Replication is a 'like-for-like' re-creation of habitat on the local landscape and with a net gain to the system achieved through the replication process. In planning for replication, a replacement ratio will be determined through the *subwatershed* to support a net gain outcome. Compensation may also be considered in circumstances where retaining a feature in-situ in an urbanizing landscape matrix will result in an impact to its form or function that cannot be reasonably mitigated.

13.10.10 The Region of Peel Scoped Subwatershed Study (Wood et al., 2022) was based on preliminary, high level observations and mapping which did not lead to specific, detailed recommendations for watercourse and *headwater* drainage feature management. As a consequence, and through the preparation of the required secondary plans and local *subwatershed* or equivalent studies, prepared to the satisfaction of the Town, it is expected that all watercourses and *headwater* drainage features will be reviewed in accordance with the management approach below:

a) High constraint watercourses as identified in Table 2.1.2.4 of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022) and their corridors are to be protected in current form and location, with appropriate regulatory setbacks and ecological *buffers*. Realignments of high constraint watercourses are not permitted. Minor modification through *rehabilitation*/enhancement may be permitted at select locations where it provides an enhancement to the system, given sufficient rationale. Minor (local) *rehabilitation* or enhancement could include such works as replacement of perched culverts with new structures that follow Conservation Authority crossing guidelines, removal of old farm crossings, re-naturalization of armoured channel banks (where appropriate), or local riparian plantings.

b) Medium constraint watercourses as identified in Table 2.1.2.4 of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022), are to remain open and protected with applicable hazard corridors, regulatory setbacks, and ecological *buffers*. Channel/corridor realignment (horizontal and vertical) may be permitted

where there has been previous disturbance through anthropogenic activity, there is sufficient rationale for doing so, and provided there is a net ecological gain and subject to the approval of appropriate authorities. Restoration and enhancement must be included in design options. Local watercourse realignment/*enhancement areas* may include impacted, channelized reaches within historically agricultural lands, and upgrades to existing watercourse crossings. Local watercourse realignment/*enhancement areas* may also be required for portions of some reaches to accommodate new road alignments, to facilitate flood mitigation, or to address a need for enhancement.

c) Low constraint watercourses as identified in Table 2.1.2.4 of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022) should be re-evaluated as part of the *subwatershed* or equivalent study to confirm their constraint ranking. Features may be redesignated as *headwater* drainage features as a consequence. Where a low constraint reach is reclassified as a *headwater* drainage feature, the feature should be assessed and managed following the Evaluation, Classification and Management of Headwater Drainage Features Guidelines (Toronto and Region Conservation Authority and Credit Valley Conservation, 2014).

13.11 Water Resources System

13.11.1 The water resource system includes the following *key hydrologic areas*, *key hydrologic features* and other components:

a) aquifers and unsaturated zones;

b) areas of high aquifer vulnerability;

c) groundwater recharge and discharge areas;

d) *highly vulnerable aquifers*;

e) *lakes* and kettle *lakes*;

f) permanent and *intermittent streams*;

g) seepage areas and springs;

h) *significant groundwater recharge areas*;

i) *significant* surface water contribution areas;

j) water tables; and,

k) *wetlands*.

13.11.2 *Development* or *site alteration* will not be permitted in the water resource system unless it can be demonstrated, to the satisfaction of the Town and relevant approval authorities, that it will not have *negative impacts* on:

a) the quantity and quality of water in *key hydrologic areas*, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features;

b) the *hydrologic functions* of *key hydrologic areas*, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features;

c) the interaction and *linkage* between *key hydrologic areas*, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features and other components of the Natural Environment System;

d) the natural hydrologic characteristics of watercourses such as base flow, form and function, and *headwater* drainage areas;

e) natural drainage systems and *shoreline* areas; and,

f) flooding or erosion.

13.11.3 Mitigative measures and/or alternative *development* approaches may be required to protect, improve, or enhance the water resource system. The Town or the Conservation Authority may require establishment of appropriate *development* conditions and monitoring programs through the *development* approval process.

13.11.4 *Highly vulnerable aquifers* are shown on Schedule D4a, Highly Vulnerable Aquifers. Land uses that are considered to be a high risk to groundwater within areas of *highly vulnerable aquifers* will be required to implement best management practices including requiring the submission of a *contaminant management plan*, prepared to the satisfaction of the Town and relevant approval authorities, as a condition of *development* approval.

13.11.5 *Significant groundwater recharge areas* are shown on Schedule D4b, Significant Groundwater Recharge Areas. New *development* in *significant groundwater recharge areas* will implement *low impact development* and *green infrastructure stormwater* practices to maintain pre-*development* recharge rates to the greatest extent feasible in accordance with applicable provincial and Town requirements.

13.11.6 Outside of *settlement areas*, proposals for large-scale *development* proceeding by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan may be permitted within a *key hydrologic area* where it is demonstrated through a hydrologic evaluation, prepared to the satisfaction of the Town and relevant approval authorities, that the *hydrologic functions*, including the *quality and quantity* of water, of these areas will be protected and, where possible, enhanced or restored through:

a) the identification of planning, design, and construction practices and techniques;

b) meeting other criteria and direction set out in a *watershed plan* or local *subwatershed* studies if applicable; and,

c) meeting any applicable Provincial standards, guidelines, and procedures.

13.12 Feature-specific Policies

13.12.1 Fish Habitat

a) *Development* or *site alteration* will not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. To determine whether *fish habitat* is present, proponents of *development* or *site alteration* will be required to screen for the presence of *fish habitat* to the satisfaction of the Town.

b) If *fish habitat* is determined to be present, a *fish habitat* assessment undertaken by a qualified professional will be required for *development* or *site alteration* within or adjacent to *fish habitat*. *Development* or *site alteration* may be exempt from this requirement provided that the *development* satisfies Federal and Provincial requirements or has been specifically authorized by the appropriate approval authority.

13.12.2 Habitat of Endangered Species and Threatened Species

a) *Development* or *site alteration* will not be permitted in *habitat of endangered species and threatened species*, except in accordance with Provincial and Federal requirements.

b) Where the potential for the *habitat of endangered species and threatened species* is identified, the Provincial Ministry with jurisdiction will be contacted by the proponent for technical advice and to delineate and confirm the presence of habitat.

c) In order to determine the presence of, and to assess the, impacts that proposed *development* and activities may have on the *habitat of endangered species and threatened species*, a site assessment by a qualified professional isrequired to be completed using accepted protocols. The assessment will identify whether the habitat is present and whether the proposed activities will have any impact on *endangered species* and *threatened species* or their habitat. The site assessment may be combined with a broader *environmental impact study*. The Province should be contacted for further direction regarding site-specific proposals.

d) It is the responsibility of the proponent to work directly with the Province to determine that the *Endangered Species Act* has been, or will be, complied with, to the satisfaction of the Town.

13.12.3 Aquatic Species at Risk

a) In accordance with applicable Federal or Provincial requirements, where *development* or *site alteration* is proposed that could have an impact on aquatic species at risk an *environmental impact study* will be required to demonstrate that:

i) all reasonable alternatives have been considered to reduce and minimize impacts to natural features and *ecological functions,* and the best solution has been adopted; and,

ii) the proposed *development* or *site alteration* activities will not jeopardize the survival, recovery and *conservation* of species at risk protected in Schedule 1 of the *Species at Risk Act*, including their residences and critical habitat.

13.12.4 Woodlands

a) For the purposes of implementing this Plan, *woodlands* include plantations, and they are required to be evaluated in accordance with the criteria in Table 1 of the Region of Peel Official Plan. In this regard, plantations will be identified as a Core Area *woodland* if they are a naturalized plantation, and they meet one or more criteria for Core Area *woodland* in Table 1 of the Region of Peel Official Plan. For the purpose of measuring *woodland* patch size when *woodlands* contain Core Area *woodland* and non-Core Area plantation communities, patch size will be measured to include all contiguous *woodland* communities.

b) The following plantations are excluded as Core Area *woodlands* and *significant woodlands*:

i) plantations managed for production of fruits, nuts, Christmas trees, nursery stock or other similar agroforestry type uses;

ii) plantations managed for tree products with an average rotation of less than 20 years (e.g., hybrid willow or poplar); or,

iii) plantations established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the Region or Town, without a *woodland* restoration objective.

c) In addition to the above, *woodlands* may be excluded as a Core Area *woodland* or a *significant woodland* if they are treed communities that are dominated by invasive non-native tree species such as buckthorn (Rhamnus species), Norway maple (Acer platanoides), or others deemed to be highly invasive (such as Black Locust), that threaten the *ecological functions* or biodiversity of native communities. Such exceptions should be supported by site-specific studies that consider:

i) the degree of threat posed;

ii) any potential positive and/or *negative impact* on the *ecological functions* or biodiversity of nearby or adjacent native communities; and,

iii) the projected natural succession of the community.

iv) Communities where native tree species comprise approximately 10 percent or less of the tree crown cover and approximately 100 or fewer stems of native tree species of any size per hectare would also be candidates for exclusion.

d) *Development* and *site alteration* may be considered in *woodlands* that are not Natural Features and Areas or Supporting Features and Areas.

e) For *woodlands* in the Greenbelt Plan Natural Heritage System, Niagara Escarpment Plan Area and Oak Ridges Moraine, *significant woodlands* will be identified in accordance with the applicable policies and technical manuals.

13.12.5 The *ecological functions* of some *significant woodlands* or other *woodlands* in the Urban System may be substantially compromised as a result of prior land use activity and as a result would be difficult to restore and/or manage as a native *woodland* in an urban setting. In these circumstances, consideration can be given to reclassifying all or a portion of such a *significant woodland* or other *woodland* as a cultural and

regenerating *woodland*. A *significant* or other *woodland* can be classified as a cultural and regenerating *woodland* if all of the following are met:

a) the *woodland* is less than two hectares in size;

b) the removal of a portion of *woodland* will not result in a *negative impact* to the *ecological functions* of the remaining portion;

c) there are no other important *ecological functions* that the *woodland* provides (e.g., critical function zone for *wetlands*, etc.);

d) the *woodland* is not identified as another component of the natural environmental system (e.g., *significant wildlife habitat*, *linkage*, *enhancement area*, *buffer*);

e) the canopy is dominated by invasive, non-native species including, but not limited to: Norway Maple, Manitoba Maple, Siberian Elm, Scots Pine, European Buckthorn, White Mulberry, Tree-of-heaven, Apple, Black Locust and White Poplar, or any combination thereof;

f) the area was not treed approximately 25 years ago as determined through air photo interpretation or other suitable techniques;

g) the soil is deemed to preclude the *development* of a native *woodland*; for example: soil that is degraded, soil that is compacted, the topsoil has been removed, soil displaying substantial erosion from over-use and/or the *woodland* is regenerating on fill or spoil that was introduced to the site;

h) there is limited ability to maintain or restore self-sustaining *ecological functions* typical of native *woodlands*; and,

i) the *woodland* provides limited social values (e.g., does not contain sanctioned trails, nor currently provides organized research or educational opportunities).

13.12.6 If it has been determined, through the completion of an *environmental impact study*, that a *woodland* has met all of the criteria in Policy 13.11.5. to be reclassified as a cultural and regenerating *woodland* to the satisfaction of the Town, the removal of the treed area, or a portion thereof, may be permitted subject to preparing a *woodland* enhancement plan that demonstrates an enhancement in *woodland* area is achieved, either on the same property or in a reasonable proximity.

13.13 General Policies

13.13.1 Components of the Natural Environment System

Where through the review of an application for *development* or *site alteration*, or through the completion of a local *subwatershed* study, it is found that there are features or components of the Natural Environment System or related ecological and/or *hydrologic functions* that have not been adequately mapped, evaluated, or protected, the applicant will have an evaluation prepared by a qualified professional in consultation with the Town and, where appropriate, the Conservation Authority. If the evaluation finds one or more Natural Features and Areas, Supporting Features and Areas, *key natural heritage features*, or *key hydrologic features*, the policies of this Plan will be applied to the lands under application.

13.13.2 Changes to the Limits or Classification of Individual Features and Areas

a) Changes to the limits or classification of individual features or areas of the identified Natural Environment System may be considered through the submission of an *environmental impact study* and/or hydrologic evaluation, submitted in association with a *Planning Act* application, and based on terms of reference approved by the Town, in accordance with the policies of this Plan, and in consultation with the Conservation Authority as appropriate. If the change to the limit or classification of an individual feature or component of the Natural Environment System identified can be justified to the satisfaction of the Town in accordance with the policies of this Plan, an amendment to this Plan will not be required.

b) Changes to the limit or classification of individual features of the Natural Environment System identified through Provincial criteria requires approval from the Province. If the change to the limit or classification of an individual feature has been approved by the Province, an amendment to this Plan will not be required.

c) The limits of the Greenbelt Plan *natural heritage system* can only be refined at the time of municipal conformity in accordance with the natural heritage system policies of the Greenbelt Plan. No further refinements to the boundaries of the natural heritage system can occur after this one-time refinement.

d) Where lands are mapped or identified as two or more features or components of the Natural Environment System, the policies which provide the highest level of environmental protection will apply in the event of any conflict.

13.13.3 Consideration of Cumulative Impacts

a) The consideration of cumulative impacts will be required through the preparation of *environmental impact studies*.

b) Cumulative impacts will be assessed on the base conditions that existed from the time the approval authority first requires impact studies to be completed.

c) Where *development* or *site alteration* applications are considered, the proponent will be required to provide an overview of previous studies as provided by the approval authority (if available), related to *development* impacts on the same or adjacent feature as it relates to impacts on the *natural heritage system* and the water balance of features.

d) In addition to the above, any assessment of impact must include a description of cumulative impacts that have occurred prior to the impact assessment being undertaken.

13.13.4 Transfer of Components of the Natural Environment System into Public Ownership

a) The Town may work with other public agencies and/or non-profit land trust organizations to develop and implement a land securement strategy that would result in the transfer of private lands with natural *heritage attributes*, and lands with the potential to be restored, into public ownership. Such lands may be considered for integration into the Town's parks and open space system.

b) Where deemed appropriate by the Town, gratuitous conveyance of all lands with natural *heritage attributes* will be required through the *development* approval process.

c) Arrangements for the gratuitous conveyance of *key natural heritage features*, *key hydrologic features* and/or natural features and areas into public ownership, where feasible will be undertaken before or concurrent with the approval of *development* applications through the *development* approval process.

d) When *woodlands* are being conveyed to the Town, a Woodland Management Plan shall be prepared according to Town guidelines and submitted for approval. Additionally, actions identified in the plan that are the responsibility of the applicant shall be implemented prior to conveyance of the lands. In general, the plan will identify actions to be undertaken to address hazards and to enhance and ensure the long-term health of the *woodland* such as hazard tree removal, invasive species management and native plantings.

13.13.5 Agricultural Uses

a) Nothing in this Plan is intended to limit the ability of legally established *agricultural uses* to continue in accordance with *normal farm practices* in areas that are the site of a *key natural heritage feature*, *key hydrologic feature* or other natural feature and area.

13.13.6 Lot Creation

a) Where *development* or *site alteration* is proposed within or adjacent to *significant* natural heritage features and areas, *key natural heritage features* or *key hydrologic features*, new lots will not be created that would fragment a natural feature or area, *key natural heritage feature*, or *key hydrologic feature*, unless undertaken as part of a partial taking and conversion to public ownership for *conservation* benefit by a public agency such as a Conservation Authority. The lands to be retained in the Natural Environment System will remain in a natural state. The natural feature and any required *buffer* or *vegetation protection zone* will be maintained in a single block and zoned to protect the natural features and its *ecological functions*.

13.13.7 Natural Features That Have Been Disturbed

a) Where a feature outside of the Urban System was identified as a *significant woodland* or other *woodland* as of the date of approval of this Plan, and no longer meets the definition of *significant woodland* or other *woodland* because of either a natural or anthropogenic disturbance, the feature will retain its status as either a *significant woodland* or other *woodland* and the policies of this Plan will continue to apply.

b) Where a Natural Feature and Area, *key natural heritage feature*, *key hydrologic feature*, or Supporting Feature and Area has been removed without authorization in advance of making, or prior to approval of, an application for *development* or *site alteration*, Town staff will use all available information to determine the limit and classification of the feature that existed, and restoration of the feature will be required through the approval of the application for *development* or *site alteration*.

13.13.8 Enhancements to the Natural Environment

a) The Town supports enhancements to the Natural Environment System to support *ecological functions* and improve *ecological integrity* of the Natural Environment

System. Enhancements can be as a result of a range of specific actions being undertaken by a landowner, developer, or public agency.

b) Where the preparation of a local *subwatershed* study or an *environmental impact study* is required, the study will demonstrate how enhancements to *ecological function*, *ecological integrity*, or biodiversity of the Natural Environment System can be achieved, and will be implemented, through for example:

   i) increases in the spatial extent of a feature or features;

   ii) increases in biological and habitat diversity;

   iii) enhancement of ecological system function;

   iv) enhancement of *wildlife habitat*;

   v) enhancement or creation of *wetlands*, water systems or *woodlands*;

   vi) enhancement of riparian corridors;

   vii) enhancement of ecological services;

   viii) enhancement of groundwater recharge areas; and,

   ix) establishment or enhancement of *linkages* or connectivity between *key natural heritage features*, and/or natural features and areas.

13.13.9 Native and Non-Native Species

a) The Town requires individuals and agencies to use native species when planting within the Natural Environment System or contiguous to elements of the Natural Environment System. To provide guidance, the Town may prepare a list of non-native species considered invasive and unsuitable for such use and/or a list of adequate native species.

b) The Town, as a condition of *development* approval, will require the planting of appropriate native species as conditions of *development* and *site alteration* applications.

13.13.10 Factors to be Considered when Reviewing Site Plans or Community Planning Permits in the Natural Environment System

a) Where site plan control or a community planning permit is required for *development* in the Natural Environment System, the following matters will be addressed as applicable:

i) appropriate location of buildings, structures and sewage disposal systems;

ii) retention or restoration of a natural vegetative *buffer* to prevent erosion, siltation and nutrient migration;

iii) maintenance or establishment of native tree cover and vegetation on the lot as terrain and soil conditions permit;

iv) appropriate location and construction of roads, driveways and pathways, including the use of permeable materials;

v) the use of appropriate soils for on-site sewage systems;

vi) implementation of *stormwater* management and construction mitigation techniques with an emphasis on lot level controls, *low impact development* practices and a treatment train approach to promote filtration, infiltration and detention, which may include proper re-contouring, discharging of roof leaders, use of soak away pits, other measures to promote infiltration, and silt fencing for temporary sediment control;

vii) the establishment of dark sky compliant lighting from all structures with full cut-off fixtures being required to minimize light spillage into the surrounding environs, while maintaining safety; and,

viii) securities and processes to ensure implementation and long- term monitoring and compliance with site plan agreements and/or other agreements if required.

13.13.11 Environmental Impact Studies

a) Where the policies of this Plan require that an *environmental impact study* be prepared, such an *environmental impact study* will be prepared in accordance with the requirements of this section of the Plan.

b) Prior to preparing an *environmental impact study,* proponents will submit an associated Terms of Reference, to the satisfaction of the Town

c) An *environmental impact study* required by the policies of this Plan will be submitted with the *development* application and will be prepared and signed by a qualified person in accordance with relevant *environmental impact study* guidelines in addition to the relevant policies of this Plan.

d) An *environmental impact study* will include a detailed inventory of the on-site conditions, including detailed inventory and ecological land classification mapping of vegetation communities, and inventories for natural features and species using accepted methods, criteria, and survey protocols undertaken at the appropriate time of year. This inventory and characterization will extend to *adjacent lands*, with field surveys undertaken where permission to enter is granted.

e) The approval authority may scope or waive the requirement for an *environmental impact study* to support a *development* proposal within or adjacent to *key natural heritage features*, *key hydrologic features* and/or natural features and areas if, in the opinion of the approval authority the proposed *development* is minor and is not anticipated to have a *negative impact* on the *key natural heritage feature*, *key hydrologic feature* and/or natural feature and area or its *ecological functions* or if the policies of this Plan provide an exception to the submission of an *environmental impact study* related to the *key natural heritage feature*, *key hydrologic feature* and/or natural feature and area.

f) The approval authority, in consultation with the appropriate Conservation Authority as appropriate, must be satisfied with an *environmental impact study* prior to the granting of *development* approvals. The recommendations of an *environmental impact study* will be implemented through official plan amendments, zoning by-laws, subdivision conditions, site plan control, and/or applicable regulations.

g) The approval authority may require an independent peer review of an *environmental impact study*, with the costs to be borne by the applicant.

h) The purpose of an *environmental impact study* is to:

    i) collect and evaluate the appropriate information in order to have a complete understanding of the boundaries, attributes and functions of *key natural heritage features*, *key hydrologic features* and natural features and areas and associated ecological and *hydrologic functions* that exist on the subject lands and/or *adjacent lands*;

ii) determine whether there are any additional *key natural heritage features*, *key hydrologic features* and/or natural features and areas on the subject lands and nearby lands and that meet the accepted criteria established by the Province, as amended from time to time;

iii) undertake a comprehensive impact analysis to determine whether the proposed *development* and/or *site alteration* will have a *negative impact* on *key natural heritage features*, *key hydrologic features* and/or natural features and areas and their *ecological functions*;

iv) propose appropriate mitigation measures or revisions to the proposed *development* and/or *site alteration* to reduce or avoid *negative impacts*;

v) clearly articulate any *negative impacts* that cannot be avoided or mitigated;

vi) where appropriate, recommend monitoring provisions to evaluate the long-term effectiveness of the identified mitigation measures;

vii) demonstrate that the proposed *development* and/or *site alteration* supports the Town's objectives for the Natural Environment System; and,

viii) demonstrate that the proposed *development* and/or *site alteration* conforms to the policies of this Plan.

ix) identify and assess cumulative impacts.

13.14 Transition and Implementation

13.14.1 Effective date of policies on the Natural Environment System

a) Once the policies in this Plan on the Natural Environment System have been approved in accordance with the *Planning Act*, all subsequent *Planning Act* decisions will conform to this Plan, unless this Plan explicitly states otherwise.

13.14.2 Approved Studies and Existing Development Approvals

a) Where a site plan pursuant to Section 41 of the *Planning Act* has been approved, that approval can be implemented in accordance with the Provincial, Regional and Town polices that existed when the site plan was approved.

b) Where an *environmental impact study* or similar study has been formally accepted by the Town, but the application for *development* or *site alteration* has yet to be approved, the application may be approved in accordance with the approved

study as long as the study remains valid in accordance with the Town's Environmental Impact Study terms of reference.

c) Where lands have been draft approved for *development* by way of plan of subdivision or plan of condominium in a *settlement area*, that approval can be implemented in accordance with the Provincial, Regional and Town polices that existed when the lands were draft approved and any conditions that were established at the time of approval.

d) If a draft plan approval is proposed to be extended, the Town may review the findings and recommendations made in the studies that supported the initial draft plan approval and may request that the studies be updated to determine if changes to the layout of the draft plan and/or any of the conditions need to be made before the extension request is granted.

e) If a draft plan approval lapses and is not reinstated, or is withdrawn, any subsequent application will conform to this Plan.

f) Where major modifications to a draft plan are proposed, the revised draft plan will be designed to reduce impacts on the Natural Environment System.

13.14.3 Ongoing and Adopted Secondary Plans

a) Where a secondary plan was adopted prior to date of approval of this Plan those portions that are not subject to a draft approved plan of subdivision or plan of condominium will be subject to the mapping and policies of this Plan. In this regard, conformity can be demonstrated through an update to the secondary plan or through the approval of individual plans of subdivision or plans of condominium, as determined appropriate by the Town.

b) For secondary plans in process, the mapping and policies of this Plan will be considered in the work program and official plan amendment process to the satisfaction of the Town.

13.14.4 Previous Site-Specific Approvals in the Greenbelt Plan Area

a) Where the Town Official Plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the official plan approval, and provided these additional approvals are required to implement the initial decision, these further approvals are not required to conform with the Greenbelt Plan.

b) Where a zoning by-law was amended prior to December 16, 2004, to specifically permit land use(s), this approval may continue to be recognized through any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the use permitted by the zoning by-law are not required to conform to the Greenbelt Plan.

13.14.5 Incorporating the Natural Environment System into the Zoning By-Law

a) The Town will incorporate the mapping and policies of the Natural Environment System in the implementing zoning by-laws in a manner that implements this Plan.

b) Where an individual feature or component of the Natural Environment System includes a *vegetation protection zone* or a minimum *buffer*, both will also be zoned in a manner that implements this Plan.

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14. PARKS AND OPEN SPACE

Parks and open spaces strengthen communities and make Caledon a more attractive place to live and work by providing opportunities for social interaction, recreation, community programming, and improving our physical and psychological health. Parks and open spaces also provide for biodiversity and clean air and help to support climate change mitigation and adaptation. They also provide connections to the Town's Natural Environment System.

The lands designated Parks and Open Space on Schedule B4, Land Use Designations, and Schedule D8, Parks and Open Space, form the basis of the Town's public and private parks and open space network. Additional lands will be designated for parks and open spaces within secondary plans.

Chapter 10, Public Service Facilities, of this Plan also allows for public parks in other land use designations subject to the criteria set out in Policy 10.2.7. It also provides policies for school sites.

14.1 Objectives

The planning objectives for parks and open space are as follows:

a) plan, develop and maintain a well-connected, cohesive and publicly *accessible* system of parks, open spaces, trails and community facilities that provide a range of multi-seasonal recreational, leisure and social opportunities for people of all ages, abilities and interests;

b) contribute to the sense of place and identity of the Town by celebrating its unique geographies and landscapes, while also contributing to the economic and tourism policies of this Plan;

c) support, where appropriate, other agencies and recreation organizations in establishing or enhancing a well-connected system of parks and open spaces within Caledon and beyond;

d) reduce identified parkland deficiencies, where feasible;

e) avoid, minimize or mitigate the potential *negative impact* of recreational activities on the *natural heritage system*, where feasible;

f) connectand enhance natural heritage features and *linkages* within lands designated Parks and Open Space and existing or planned trail systems, cycling routes and walkways, in accordance with the policies of this Plan;

g) integrate publicly and privately owned Parks and Open Space lands, where appropriate;

h) provide for uses that reflect the capacity of Parks and Open Space lands for public use; and,

i) minimize the impact of *active recreation* uses on adjacent land uses, where feasible.

14.2 Permitted Uses

14.2.1 The following uses may be permitted in the Parks and Open Space designation:

a) legally existing uses;

b) *active recreational* uses;

c) recreational resorts including ski clubs,

d) *community facilities*;

e) activities associated with approved forest management or *environmental management plans***;**

f) cemeteries;

g) fairgrounds

h) golf courses;

i) *passive recreational* uses;

j) public uses, including public parks, public squares, or community gardens;

k) *conservation* areas;

l) public *infrastructure*;

m) trails;

n) uses, buildings and structures that are *accessory* to the permitted uses listed above; and,

o) environmental restoration.

14.2.2 On lands designated Parks and Open Space that are also subject to the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Niagara Escarpment Plan, and Lake Simcoe Protection Plan, permitted uses will be in accordance with these provincial plans and policies.

14.3 General Policies

14.3.1 The precise distribution of all park classifications will be determined in secondary plans, tertiary plans, or other planning programs in accordance with the policies of this Plan. District and Community Parks and other open spaces are shown on Schedule D8, Parks and Open Space.

14.3.2 The Parks and Recreation Master Plan, or equivalent, will provide more detailed direction on developing a comprehensive recreational system, including public facility needs and programming to support the recreation policies of this Plan and to advance the priorities of the Resilient Caledon Plan.

14.3.3 The Town recognizes the significance of existing Provincial Parks, open space and trail systems and will endeavour to protect, connect, and enhance these systems where feasible.

14.3.4 The *development* of community *infrastructure* and facilities required to support recreational opportunities within the Town's parks and open space system will be undertaken in a manner that protects and enhances any adjacent natural heritage features and functions.

14.3.5 Parks and recreational facilities will be designed to contribute to quality of life and respond to climate change.

14.3.6 Town parkland will be acquired and conveyed in accordance with the implementation policies in Part G, Section 26.2, Parkland. There is no requirement or expectation that privately owned lands within the Parks and Open Space designation will come into public ownership.

14.3.7 The implementing zoning will provide separate zone categories and appropriate regulations based on the policies of this Plan for:

a) existing and planned Town parkland and open spaces, including privately owned publicly *accessible* spaces included as part of a parkland contribution calculation;

b) other existing and planned public parks and open spaces (e.g., *conservation* areas);

c) existing private open spaces, such as golf courses and fairgrounds; and,

d) public and privately owned cemeteries.

14.3.8 The Town may prioritize linking recreational opportunities between the Oak Ridges Moraine, the Niagara Escarpment and the Humber River, Credit River and Etobicoke Creek *watersheds* when planning for recreational opportunities.

14.3.9 Scenic vistas and distinctive *landform features* that contribute to the unique geography and character of the Town should be maintained and enhanced within the Parks and Open Space designation.

14.3.10 Parks and Open Space lands should be integrated with adjacent *development* areas to provide for a range of active and *passive recreational* opportunities year-round for people of all ages, abilities and interests.

14.3.11 Parks and Open Space lands will provide for active and *passive recreational* opportunities that do not have a *negative impact* on natural heritage features or their related ecological function.

14.3.12 Community centres and recreation facilities should be located at the terminus of primary streets and areas that can be seen from multiple directions to create community landmarks and enhance sightlines.

14.3.13 Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and *development* of new or expanded parks and open spaces.

14.3.14 New parks and open spaces proposed in the Prime Agricultural Area designation will require a site-specific amendment to this Plan to consider the proposed use within the Prime Agricultural Area designation. Where applicable, the policies of the Greenbelt Plan, Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan apply. In considering such proposals, it will be demonstrated through an agricultural impact assessment or equivalent analysis that:

a) alternative locations have been evaluated and there are no reasonable alternative locations which avoid Prime Agricultural Areas and there are no reasonable alternative locations in Prime Agricultural Areas with lower priority agricultural lands;

b) the geographic continuity of the Prime Agricultural Area designation and the functional and economic connections to the agri-food network will be maintained and enhanced;

c) negative impacts on the agricultural system will be avoided, and if avoidance is not possible, minimized and mitigated and where mitigation is required, measures will be incorporated as appropriate;

d) negative impacts on the agri-food network are assessed, and if these impacts are unavoidable, the impacts will be minimized and mitigated to the extent feasible;

e) the proposed use or expansion complies with applicable minimum distance separation formulae; and,

f) a need for the proposed use, and for additional land to accommodate the proposed use have been identified within the planning horizon of this Plan.

14.4 Park Planning and Design

14.4.1 Parks may be comprised of parkland and trails that provide *active* and/or *passive recreational* opportunities, subject to policy 14.2.2, where applicable.

14.4.2 Parkland will be planned:

a) as a focal point for recreational, leisure and social opportunities by being located central to the area or community they service;

b) in a manner that prioritizes street frontage for visibility from the *public realm* to promote *accessibility* and safety, and avoids locations to the rear of adjacent properties and uses;

c) to be *accessible* by pedestrian, cyclists, transit and motor vehicles, as appropriate;

d) to contribute to the Town's inter-connected system of open spaces that includes parkland, open space and natural areas; and,

e) to incorporate climate change adaptation opportunities as appropriate.

14.4.3 Further to Chapter 10, Public Service Facilities, with respect to parks and school sites:

a) Parks should be located adjacent to school sites and trail connections should be provided to maximize pedestrian access to parks and school sites.

b) Joint use parks and school sites will be encouraged.

c) Minor adjustments to the size and location of a park are permitted subject to Council approval without an amendment to this Plan, provided that the goal of achieving a consolidated park/school site is maintained.

14.4.4 Parkland Design

a) Further to Chapter 7, Design, of this Plan, lands designated Parks and Open Space will be designed to:

i) provide equal opportunity for recreation, exercise, social interaction and leisure by enabling the participation of people of all ages, abilities and interests;

ii) accommodate a range of *active* and *passive recreational* activities, where permitted by policies 14.2.2 and 14.4.1, that reflect the classification and intended function of the parks in accordance with the policies of this Plan;

iii) integrate into the fabric of the surrounding community by walkways or open space connections to adjacent facilities, neighbourhoods, natural areas and existing and planned trail systems and cycling routes;

iv) incorporate high quality public amenities that enhance the user experience and provide opportunities for year-round use;

v) maximize the *urban forest* and integrate *green infrastructure* to address the impacts of climate change and extreme weather events through features such as shade trees and structures, *low impact development* measures, permeable surfaces, flood protection, cooling stations, splash pads, wading pools and water fountains;

vi) protect and enhance the Natural Environment System within and adjacent to parks, including the planting and maintenance of native species;

vii) promote public safety and implement the principles of Crime Prevention Through Environmental Design (CPTED) through park size, visibility, orientation, configuration and the location of park amenities and facilities;

viii) incorporate *cultural heritage resources* and celebrate and/or acknowledge Indigenous placemaking, knowledges, and histories through public art and other commemorative opportunities.

14.5 Parks Hierarchy

14.5.1 This Plan sets out a hierarchy of parks that are differentiated primarily on the basis of function, size, amenity and population served. The hierarchy consists of:

a) Urban Squares/Parkettes

b) Privately owned Parks;

c) Neighbourhood Parks;

d) Community Parks; and,

e) District/Special Purpose Parks.

14.5.2 Urban Squares are publicly *accessible* with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks. The following site criteria will be considered in the provision of a Urban Squares:

a) Urban Squares include Parkettes.

b) Parkettes will have a size of 0.8 hectares or less.

c) Parkettes will have a a servicing catchment of 400 metres and serving 1000 to 2000 residents.

14.5.3 Neighbourhood Parks will cater to the needs and interests of the residents living within their general vicinity for both organized and unorganized leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade. The following site criteria will be considered in the provision of a Neighbourhood Park:

a) an area range of 1.0 to 2.0 hectares to accommodate a variety of outdoor recreation activities;

b) a central location within the neighbourhood with a service catchment of 800 metres, serving 4,000 to 5,000 residents and is unobstructed by major barriers, such as wide or busy roads, rail lines or corridor fences;

c) contains adequate street frontage for visibility and safety and is not adjacent to the residential rear yards;

d) can be linked, where feasible, to the trail network; and,

e) contains unencumbered tableland and is well drained.

14.5.4 The Town may permit a Neighbourhood Park less than 0.8 hectares in limited circumstances including neighbourhood inconvenience, an absence of activity opportunities, a shortage of open space alternatives, or where there is a specific urban design or community building objective. In such circumstances, all other provision standards for a Neighbourhood Park should be achieved.

14.5.5 Community Parks are a focus for *active recreation* and are centrally located within a Village or *settlement area*. These parks typically contain high quality lit and irrigated playing fields for organized sports, splash pads, hard courts. The following site criteria will be considered in the *development* of a Community Park:

a) an area range of of 4.0 to 15 hectares to accommodate a variety of outdoor recreation activities.

b) a location that is a highly visible focal point for the community, generally located at an intersection of public streets with significant street frontages and *accessible* by public transit;

c) is well drained and contains unencumbered tableland to accommodate the needs of the *active recreation* facilities that may include high quality lit and and irrigated sports fields;

d) can accommodate sufficient parking and washroom facilities to meet the anticipated demand of park users;

e) is located adjacent to a school site, where feasible and desirable;

f) can be linked to the trail network, where feasible; and,

g) serve a catchment of approximately 15,000 to 20,000 residents.

14.5.6 District/Special Purpose Parks are multi-purpose parks, 20 hectares or larger in area, which serve the entire Town and offer a specialized service. They are designed as destination parks that attract sport tournaments and events. This classification applies to community centres, village centres, arenas, pools, specialty parks and multi-field

sport parks. The following site criteria will be considered in the *development* of a District/Special Purpose Park:

a) a location that is a highly visible focal point for the community, generally located at an intersection of public streets with significant street frontages and *accessible* by public transit;

b) can accommodate multi-field facilities, including high quality lit and irrigated sport fields;

c) can accommodate sufficient parking and washroom facilities to meet the anticipated demand of park users; and,can be linked or integrated into the trail network, where feasible.

14.5.7 To maintain, establish and promote a connected system of a publicly *accessible* parks and open space system, the Town will establish connections between Town owned parkland and facilities that are operated by other agencies or private organizations.

14.6 Privately Owned Publicly Accessible Spaces

Privately owned publicly *accessible* spaces contribute to the *public realm* but remain privately owned and maintained. They do not replace the need for new public parks and open spaces. However, Part G, Section 26.2, Parkland, addresses the potential for privately owned publicly *accessible* spaces to be included as part of a parkland contribution calculation.

14.6.1 Privately owned publicly *accessible* spaces provided through *development* will:

a) be sited in prominent, highly visible and publicly *accessible* locations on public street frontages;

b) be designed to be seamlessly integrated and connected to the broader *public realm*;

c) be designed and programmed for users of a variety of ages and abilities to serve the local population;

d) include amenity areas, seating, public art, landscaping and *stormwater* capture, where appropriate, as determined through the *development* review process; and,

e) have signage to identify the space as being publicly *accessible*, in compliance with the Town's Sign By-law.

14.6.2 Small-scale, short-term commercial uses or vendors may be permitted to animate a privately owned publicly *accessible* space, subject to Town by-laws.

14.6.3 The Town may enact a by-law and establish procedures and design standards for privately owned publicly *accessible* spaces to address matters including *accessibility*, materials, maintenance, safety and liability.

14.7 Cemeteries

Cemeteries can be designed to contribute space and multi-purpose landscape features to parks and open space networks that complement the surrounding community. The sizeable and permanent land requirements associated with cemeteries and the benefits they offer when effectively integrated as part of the urbanized community make it necessary to proactively plan long-term for their land use when establishing emerging *development* areas.

14.7.1 The Town will:

a) consider the long-term planning for new and expanded cemeteries in Caledon;

b) ensure that new and expanded cemeteries be effectively and accessibly integrated into Caledon's future urban *development* areas, and *rural areas*, to the benefit of the community as a whole;

c) promote new and expanded cemeteries as part of place making through enhanced connectivity with *passive recreational* and open space uses;

d) recognize the cultural heritage significance, future opportunities and maintenance requirements for all scale of cemeteries in Caledon; and,

e) undertake a cemetery needs assessment, develop and adopt a resulting Cemetery Plan, to clarify, strategize and address issues of long-term cemetery demand planning for the Town.

14.7.2 When considering applications for new cemeteries or the enlargement of existing cemeteries, the Town will have regard for the following matters, pursuant to the *Planning Act*, the *Funeral, Burial and Cremation Services Act*, the *Ontario Heritage Act*, and all other policies of this plan:

a) the impact of traffic on surrounding properties and the transportation network;

b) the appropriate limitation of access and egress points;

c) the adequacy of parking and internal traffic circulation;

d) the use of tree planting and landscaping, particularly encouraging the use of native species, to complement the plot plan, existing contours and the surrounding area;

e) the provision of screening, where deemed appropriate;

f) the soil and sub-soil conditions including drainage;

g) natural heritage features, functions and *linkages* as well as environmental and ecosystem impacts;

h) massing and the relationship of proposed buildings to each other and to adjacent roads and properties; and,

i) the financial ability of the proponent to be able to provide perpetual care and maintenance so that the Town reduces the future possibility of having to assume an abandoned cemetery.

14.7.3 *Development* of new or expanded cemeteries will require a needs analysis, completed to the satisfaction of the Town, that takes into account established cemetery planning practices and factors that include:

a) the availability of land within the Urban Areas to accommodate new cemetery *development*;

b) the potential for existing cemetery sites in the Urban Areas to intensify and/or expand to satisfy future needs;

c) the potential for other existing cemetery sites outside of the Urban Areas to intensify and/or expand to satisfy future needs;

d) the impact of increasing cremation rates on the need for additional cemetery land;

e) the demand for burial and cremation options based on the cultural and religious preferences of the existing and future population of the Town; and,

f) the potential for establishing *linkages* between new or expanded cemetery *development* and existing or new parks network elements.

14.7.4 In order to manage land used for new and expanded cemetery *development*, applications will be supported by a site *development* plan that demonstrates how the cemetery will be designed to manage land consumption. In addition to the above:

a) Traffic impact studies, environmental impact studies and hydrogeological assessments prepared in accordance with the policies of this Plan will be required;

b) Opportunities to enhance *key natural heritage features*, *key hydrologic features* and other natural heritage features and areas will be explored to determine if the potential exists to enhance biodiversity and upgrade or maintain *linkages* as part of the larger natural heritage and *passive recreational* systems; and,

c) If the lands under application are subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or the Greenbelt Plan, the policies of those Provincial plans are required to be satisfied as well.

14.7.5 New cemeteries proposed in the *Prime Agricultural Area* designation will require a site-specific amendment to this Plan. In considering such an application, it will be demonstrated through an *agricultural impact assessment* or equivalent analysis that:

a) alternative locations for the new cemetery have been evaluated and there are no reasonable alternative locations which avoid *Prime Agricultural Areas* and there are no reasonable alternative locations in *Prime Agricultural Areas* with lower priority agricultural lands;

b) the geographic continuity of the *Prime Agricultural Area* designation and the functional and economic connections to the *agri-food network* will be maintained and enhanced;

c) *negative impacts* on the *agricultural system* will be avoided, and if avoidance is not possible, minimized and mitigated and where mitigation is required, measures will be incorporated within the new cemetery as appropriate;

d) *negative impacts* on the *agri-food network* are assessed, and if these impacts are unavoidable, the impacts will be minimized and mitigated to the extent feasible; and,

e) the proposed use or expansion complies with applicable *minimum distance separation formulae*.

f) a need for the proposed use, and for additional land to accommodate the proposed use have been identified within the planning horizon of this Plan.

14.7.6 The Town will continue to maintain abandoned cemeteries as required under the *Funeral, Burial and Cremation Services Act*.

15. SOURCE WATER PROTECTION

The quantity and quality of drinking water can be adversely affected by incompatible activities and land uses which have the potential to contaminate or reduce the supply of drinking water sources. The *Clean Water Act* provides a framework through which municipalities can protect existing and future sources of municipal drinking water and requires the preparation of source protection plans.

A source water protection plan is a *watershed*-based strategy containing policies which direct how the *quality and quantity* of municipal drinking water supplies will be protected. In the Town of Caledon, the Credit Valley – Toronto and Region – Central Lake Ontario (CTC), and South Georgian Bay – Lake Simcoe Source Protection Committees have led the preparation of source water protection plans, both of which apply to various portions of the Town.

In the Town of Caledon municipal drinking water supplies and provision are managed by the Region of Peel, with the Town of Caledon providing support in the implementation of the source protection plans through applicable land use planning policies that have been incorporated into the Town Official Plan. Source water protection plans are living documents that undergo frequent amendments because of the changes in drinking water systems, technical rule changes, and updates in technical studies. As a result, the source water protection policies of this Plan are to be read in conjunction with the source water protection plans. Source water protection plans take precedence over the policies of this Plan to the extent of any conflict.

15.1 Objectives

The planning objectives for source water protection are as follows:

a) support a multi-barrier approach to protecting the quantity and quality of existing and future drinking water sources from incompatible land uses and significant drinking water threats;

b) ensure that a drinking water threat activity ceases to be a significant drinking water threat or does not become a significant drinking water threat; and,

c) collaborate with the Region of Peel and other applicable agencies to promote the stewardship of drinking water sources.

15.2 Mapping

15.2.1 *Wellhead protection areas* in Caledon are identified on Schedule D7, Wellhead Protection Areas.

15.2.2 Areas of high aquifer vulnerability in Caledon are identified on Schedule D6, Areas of High Aquifer Vulnerability, Oak Ridges Moraine.

15.2.3 *Significant groundwater recharge areas* and *highly vulnerable aquifers* in Caledon are identified on Schedule D4a, Highly Vulnerable Aquifers, and Schedule D4b, Significant Groundwater Recharge Areas.

15.2.4 *Issue contributing areas* in Caledon are identified on Schedule D7, Wellhead Protection Areas.

15.3 Wellhead Protection Areas and Issue Contributing Areas

15.3.1 *Development* and *site alteration* within a vulnerable area will be subject to study requirements for the assessment of potential threats to a municipal drinking water source, in accordance with applicable source protection plan requirements. These studies will determine whether *development* or *site alteration* will be restricted, prohibited or regulated.

15.3.2 *Wellhead protection areas*, and *issue contributing areas* in Caledon, will be protected and managed in a manner which ensures the sustained integrity of the groundwater resource.

15.3.3 All land uses, except residential land uses, will be designated as restricted land uses in accordance with Section 59 of the *Clean Water Act*, in all areas where drinking water threat activities are, or would be, a significant drinking water threat, for the purpose of implementing a Prohibition (*Clean Water Act*, Section 57) or a Risk Management Plan (*Clean Water Act*, Section 58) in accordance with the applicable source protection plan.

15.3.4 All applications for *development* and *site alteration* within a *wellhead protection area* or *issue contributing area* will be circulated to the Region of Peel Risk Management Official for review to determine whether Prohibition (*Clean Water Act*, Section 57) or Regulated Activities (*Clean Water Act*, Section 58), applies to the activity for which the land is to be used.

15.3.5 Applications for *development* and *site alteration* in a *wellhead protection area* or *issue contributing area* will be required to submit a source water disclosure report and Notice (*Clean Water Act*, Section 59) as part of a complete application, as required.

15.3.6 The following *development* or *site alteration* in *wellhead protection areas* and *issue contributing areas* will be prohibited or restricted where the *development* or *site alteration* is a significant drinking water threat, in accordance with the applicable source protection plan:

a) waste disposal sites;

b) septic systems;

c) *stormwater management ponds*;

d) sanitary sewers and related *infrastructure*;

e) sewage treatment plants;

f) parking lots, roadways and sidewalks;

g) storage facilities for:

i) agricultural source material;

ii) non-agricultural source material;

iii) commercial fertilizers;

iv) pesticides;

v) road salt;

vi) snow storage;

vii) fuel;

viii) dense non-aqueous phase liquids (DNAPL);

ix) organic solvent; and,

h) outdoor confinement or farm animal yard.

15.4 Credit Valley/Toronto and Region/Central Lake Ontario (CTC) Source Protection Plan Area Policies

15.4.1 Waste Disposal

a) The use of land for the following types of waste disposal facilities will be prohibited in all areas where the use would be a significant drinking water threat:

i) storage, treatment, and discharge of tailings from mines;

ii) landfarming of petroleum refining waste;

iii) landfilling of *hazardous waste*;

iv) landfilling of municipal waste;

v) landfilling of solid non-hazardous industrial or commercial waste;

vi) *liquid industrial waste* injection into a well;

vii) storage of hazardous or *liquid industrial waste* at large facilities such as landfills and transfer stations; and,

viii) storage of wastes described in clauses (p), (q), (s), (t) or (u) of the definition of "*hazardous waste*", or in clause (d) of the definition of "*liquid industrial waste*" at large facilities such as landfills and transfer stations in Section 1 of Regulation 347 (General – Waste Management) R.R.O. made under the *Environmental Protection Act*.

15.4.2 Stormwater Management

a) The use of land for the establishment of a new *stormwater* management facility will be prohibited in *wellhead protection area A*, where the discharge, including infiltration, of *stormwater* to land or surface water would be a significant drinking water threat.

b) The use of land for the discharge of *stormwater* to land or surface water from a *stormwater* management facility will be restricted in *wellhead protection area B* with a vulnerability score of 10, *wellhead protection area E* with a vulnerability score of 8 or greater, and in *issue contributing areas* for nitrates, pathogens or chloride, where the activity would be a significant drinking water threat. The use of land for the discharge of *stormwater* will only be permitted if it has been

demonstrated through an approved environmental assessment or similar planning process that the location of the discharge from a *stormwater* management facility is the preferred alternative and the safety of the drinking water system has been assured.

15.4.3 Sanitary Sewers and Related Pipes

a) *Development* dependent on sanitary sewers and related pipes will be restricted in *wellhead protection area A*, *wellhead protection area B* with a vulnerability score of 10, and in *issue contributing areas* for nitrates or pathogens. New *development* dependent on sanitary sewers and related pipes will only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sanitary sewer and related pipes is the preferred alternative, and the safety of the drinking water has been assured.

15.4.4 Storage of Sewage

a) The use of land for the establishment of sewage storage facilities will be prohibited in *wellhead protection area A* with a vulnerability score of 10, *wellhead protection area E* with a vulnerability score of 9 or greater, and in *wellhead protection area E* in an *issue contributing area* for nitrates or pathogens, where the activity would be a significant drinking water threat.

b) The use of land for the establishment of sewage storage facilities will be restricted in *wellhead protection area B* with a vulnerability score of 8 or greater, *wellhead protection area C* with a vulnerability score of 8, and *issue contributing areas* for nitrates or pathogens. The use of land for sewage storage facilities will only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sewage storage facility is the preferred alternative, and the safety of the drinking water system has been assured.

15.4.5 Sewage Works

a) *Development* dependent on the establishment of sewage works will be prohibited where the sewage works discharge would be a significant drinking water threat and the discharge is to surface water from:

i) combined sewer discharge from a *stormwater* outlet to surface water or sewage treatment plant bypass discharge to surface water in *wellhead protection area E* with a vulnerability score of 8 or greater, and in *wellhead protection area E* in an *issue contributing area* for nitrates or pathogens;

ii) industrial effluent discharges in *wellhead protection area E* with a vulnerability score of 8 or greater, and in *wellhead protection area E* in an *issue contributing area* for nitrates, pathogens or chloride; and,

iii) sewage treatment plant effluent discharges including lagoons in *wellhead protection area A* and *B* with a vulnerability score of 10, *wellhead protection area E* with a vulnerability score of 8 or greater, and in a *wellhead protection area E* in an *issue contributing area* for nitrates or pathogens.

15.4.6 Road Salt

a) New parking lots greater than 2000 square metres will be prohibited in *wellhead protection area A* not in an *issue contributing area* for sodium or chloride and new parking lots greater than 200 square metres will be prohibited in *wellhead protection area A* in an *issue contributing area* for sodium or chloride, where the application of road salt to parking lots would be a significant drinking water threat.

b) A salt management plan will be required as part of a complete application in *wellhead protection area B* with a vulnerability score of 10, *wellhead protection area E* with a vulnerability score of 9 or greater, and in *issue contributing areas* for sodium or chloride, where the application of road salt is a significant drinking water threat.

c) A salt management plan is encouraged as part of a complete application in all areas where the application of road salt would be a moderate or low drinking water threat, in *wellhead protection area A* with a vulnerability score of 10, *wellhead protection area B* with a vulnerability score of 10 or less, *wellhead protection area C*, wellhead protection area D, *wellhead protection area E* with a vulnerability score of 4.5 or greater and less than 9, and in *highly vulnerable aquifers*.

d) Salt management plans will set out mitigation measures to minimize and reduce the use of salt including but not limited to the design of parking lots, roadways and sidewalks to avoid ponding of water, and directing *stormwater* discharge outside of vulnerable area where possible.

15.4.7 Water Quantity Threats – Water Taking

a) New *development* will only be permitted in *wellhead protection area* Q1, if:

i) the *development* does not require a new or amended permit to take water; or,

ii) a new or amended permit to take water is required that prior to final approval, the Ministry of Environment, Conservation and Parks has determined that the proposed taking will not become a significant drinking water quantity threat.

b) *Settlement area* expansions will only be permitted in a *wellhead protection area* Q1 in accordance with Policy 4.5 of this Plan, and where the applicable Provincial planning criteria have been met and the following has been demonstrated:

i) the aquifer has sufficient capacity to *sustainably* provide municipal water services to the expanded *settlement area*;

ii) the expansion will not adversely impact the aquifer's ability to meet the municipal water supply requirements for current and planned service capacity, for other permitted takings, or for wastewater receiving bodies; and,

iii) the hydrologic integrity of municipal wells will be maintained.

15.4.8 Water Quantity Threats – Recharge Reduction

a) New *development* or *site alteration* will only be permitted in *wellhead protection area* Q2, where a reduction of recharge to the aquifer is a significant drinking water threat by:

i) requiring new *development* and *site alteration*, except *agricultural uses*, to implement best management practices such as *low impact development* with a goal to maintain pre-*development* recharge, when feasible;

ii) requiring that all site plan and subdivision applications for major residential, commercial, industrial and institutional *development* provide a water balance assessment to the satisfaction of the municipality, which addresses each of the following requirements:

- the maintenance of pre-*development* recharge to the greatest extent feasible through best management practices such as *low impact development*, minimizing *impervious surfaces*, and lot level infiltration;

- where pre-*development* recharge cannot be maintained on site, implement and maximize off-site recharge enhancement within the same *wellhead protection area* Q2 to compensate for any predicted loss of recharge from the *development*;

- for new *development* excluding a minor variance within the *wellhead protection area* Q2 and in an *issue contributing area* for sodium, chloride or nitrates, the water balance assessment will consider water quality when recommending best management practices and address how recharge will be maintained and water quality will be protected; and,

- Requirements will be implemented to the extent feasible and practicable given the specific circumstances of a site and off-site recharge opportunities. Agricultural, agriculture-related and *on-farm diversified uses* are exempt from this requirement if the total *impervious surface* does not exceed 10 percent of the lot.

b) *Settlement area* expansions will only be permitted in *significant groundwater recharge areas* in *wellhead protection area* Q2 in accordance with Policy 4.5 of this Plan, and where the applicable Provincial planning criteria have been met and where it has been demonstrated that recharge functions will be maintained.

15.4.9 Applicability of Policies to Existing Threat Activities

a) The above policies applicable to the CTC Region Source Protection Plan do not apply to existing threat activities in accordance with the provisions of the source protection plan.

15.5 South Georgian Bay Lake Simcoe Source Protection Plan Area Policies

15.5.1 Road Salt

a) A risk management plan will be required as part of a complete application in *wellhead protection areas*, where the application of road salt is a significant drinking water threat. New *development* will be subject to site plan control to ensure that where possible, the extent and location of *impervious surfaces* are minimized, site grading and drainage is designed to reduce ponding, and runoff is directed outside of vulnerable areas or to storm sewers.

15.5.2 Stormwater Management

a) New *stormwater* management facilities will be required to be designed to a standard that reduces the risk of contaminating drinking water, and where possible directs the discharge of *stormwater* outside of *wellhead protection areas*, where the activity would be a significant drinking water threat.

15.5.3 Sewage System Infrastructure

a) New private or public sewage system *infrastructure* is to be located outside of *wellhead protection areas* and *issue contributing areas*, where the activity would be a significant drinking water threat.

b) A master environmental servicing plan or an equivalent plan will be required as part of a complete application in all vulnerable areas to avoid locating *development*, *infrastructure*, *stormwater management pond* discharges and sanitary sewers and related pipes in all vulnerable areas where the *infrastructure* would be a significant drinking water threat.

c) Where services and capacity exist, the Town will consider enacting by-laws to require mandatory connection to municipal wastewater systems in vulnerable areas where the on-site sewage is a significant drinking water threat.

15.5.4 Septic Systems Under the *Building Code Act*

a) New *development* dependent on septic systems regulated under the *Building Code Act* will only be permitted in *wellhead protection areas* and *issue contributing areas*, where septic systems would be a significant drinking water threat, if the lot size for any *development* is based on the most current provincial guideline for individual on-site servicing. Lots of record that existed on the date of effect of the source protection plan are exempted.

15.5.5 Applicability of Policies to Existing Threat Activities

a) The above policies applicable to the South Georgian Bay Lake Simcoe Region Source Protection Plan do not apply to existing threat activities in accordance with the provisions of the source protection plan.

15.5.6 Prohibited New Uses

The following new uses are prohibited:

a) waste disposal sites within the meaning of Part V of the *Environmental Protection Act* (excluding storage of wastes described in clauses (p), (q), (r), (s), (t), or (u) of the definition of *hazardous waste* (O.Reg 347) and storage of hazardous or liquid industrial waste);

b) large (more than 10, 000 L) on-site sewage systems;

c) agricultural source material storage facilities;

d) non-agricultural source material storage facilities in *wellhead protection area A*;

e) commercial fertilizer storage facilities;

f) pesticide storage facilities;

g) road salt storage facilities;

h) snow storage facilities;

i) fuel storage;

j) dense non-aqueous phase liquids (DNAPL) storage;

k) organic solvent storage; and,

l) outdoor confinement or farm animal yard in *wellhead protection area A* in vulnerable areas where the activity would be a significant drinking water threat.

15.6 Wellhead Protection in the Oak Ridges Moraine Conservation Plan Area

15.6.1 Wellhead Protection

a) The Region of Peel is responsible to undertake studies and modelling to determine the location and the extent of *wellhead protection areas* for all existing and future municipal wells within the Oak Ridges Moraine Conservation Plan Area. Any changes or refinements to the *wellhead protection areas* identified in this Plan will require an amendment to the Official Plan that must be supported by groundwater studies prepared to the satisfaction of the Region and the relevant approval authority.

b) The following will be prohibited or restricted, except in accordance with the requirements of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations:

i) the storage of:

- petroleum fuels;
- petroleum solvents and chlorinated solvents;
- pesticides, herbicides and fungicides;
- construction equipment;
- inorganic fertilizers;

- road salt; and,
- contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and,

ii) the generation and storage of *hazardous waste* or *liquid industrial waste* within *wellhead protection areas* in the Oak Ridges Moraine Conservation Plan Area, corresponding to the 0-2, 2-10, and 10-25 years of time of travel zones, except by an individual for personal or family use.

c) The establishment of new storage of animal manure, animal agriculture, and the storage of agricultural equipment, which was commenced after November 15, 2001, is prohibited in the 0-2 time of travel zone within every *wellhead protection area* in the Oak Ridges Moraine Conservation Plan Area, in accordance with the Oak Ridges Moraine Conservation Plan. The prohibition of *agricultural uses* does not apply to agricultural land if the owner or operator complies with the standards established under the *Nutrient Management Act*, and any applicable requirement under the *Clean Water Act*, except in accordance with Section 6(1) and Section 28(3) of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations.

15.6.2 Areas of High Aquifer Vulnerability

a) The following uses will not be permitted in areas of high aquifer vulnerability within the Oak Ridges Moraine Conservation Plan Area, except in accordance with Section 6(1) and Section 29(1.1) of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations:

i) the generation and or storage of *hazardous waste* or liquid waste;

ii) the establishment of waste disposal sites and or facilities, organic conditioning sites, and snow storage and disposal facilities;

iii) the establishment of underground and or above-ground storage tanks that are not equipped with an approved secondary containment device; and,

iv) the storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

b) The prohibition of *agricultural uses*, associated *development* or *site alteration* outlined in Section 15.6.1 c) does not apply to agricultural land if the owner or

operator complies with the standards established under the *Nutrient Management Act*.

15.6.3 New rapid infiltration basins and rapid infiltration columns will be prohibited within the Oak Ridges Moraine Conservation Plan Area.

15.6.4 Waste disposal sites and organic soil conditioning sites will be prohibited in Natural Core Areas, Natural Linkage Areas, *key natural heritage features*, *key hydrologic features*, and related minimum *vegetation protection zones*, in accordance with the Oak Ridges Moraine Conservation Plan Area.

16. NATURAL AND HUMAN-MADE HAZARDS

There are *natural hazards* and human-made hazards across the Town including ravine, valley, river and stream corridors, *flood plains*, *hazardous lands* and *hazardous sites that* may pose threats to human life and risk of damage to property.

Those *natural hazards* dealt with in this chapter of the Plan include areas along ravines, valleys, rivers, streams, and riverine *flood plains* that are susceptible to flooding, erosion and/or unstable slopes. *Hazardous lands* and *hazardous sites* are located within areas generally shown in regulation mapping issued under the *Conservation Authorities Act*. The limits of *hazardous lands or hazardous sites* will be confirmed through the *development* approval proces.

Potential hazards addressed include lands with hazardous forest types susceptible to wildland fire. Naturally occurring hazards will be accelerated by climate change and human activity and impact the *ecological integrity* of the *Natural Heritage System*.

Human-made hazards may include hazards associated with oil and gas wells, mineral aggregate operations, and petroleum resource operations. Hazards occur when sites have not been properly *rehabilitated* during or after use.

16.1 Objectives

16.1.1 The planning objectives for *natural hazards* are as follows:

a) ensure that *development* and *site alteration* are not permitted in areas where site conditions or their location, including on lands containing human-made hazards, may pose a danger to public safety, public health or result in property damage;

b) maintain a coordinated approach to the use of the land and the management of water resources in areas subject to flooding to minimize social disruption;

c) ensure that methods used to protect existing *development* at risk from *natural hazards* in the Town do not have a *negative impact* on the *ecological integrity* of the Natural Environment System; and,

d) ensure that the impacts of a changing climate are embedded in the management of risks associated with *natural hazards* in the Town.

16.2 General Policies

16.2.1 The Region and Conservation Authorities identify areas at risk from *natural hazards* where *development* is to be restricted and/or prohibited, based on spatial analysis and climate projections. For lands subject to natural and human-made hazards, the Town will, as appropriate:

a) direct inquiries regarding specific mapping of *flood plains*, *hazardous lands*, *hazardous sites*, known human-made hazards and lands regulated under the *Conservation Authorities Act* to the applicable Conservation Authority;

b) identify permitted land uses and implement minimum setback standards within and adjacent to *flood plains*, *hazardous lands*, *hazardous sites*, human-made hazards, and lands regulated under the *Conservation Authorities Act*, in accordance with the Conservation Authorities' requirements, where applicable;

c) generally direct development to locations outside of hazardous lands and hazardous sites in accordance with provincial policy and the regulatory requirements of the Conservation Authorities; and

d) prohibit *development* and *site alteration* in areas that would become inaccessible to people and vehicles during times of *flooding hazards* or *erosion hazards*, unless it has been demonstrated that the site has safe access and egress appropriate for the *development* and the *natural hazard.*

16.2.2 The Town will, in consultation with the Region and the Conservation Authorities, not issue a building permit for a vacant *existing lot of record* that is within the Natural Features and Areas designation and is subject to *natural hazards*, such as flooding, erosion, or slope instability. The Town may issue a building permit where:

a) it is demonstrated through appropriate studies and investigations, to the satisfaction of the Town and relevant approval authorities, that the lot, or a portion of the lot large enough for the proposed use is not subject to such hazards;

b) the hazards can be mitigated in a manner consistent with the policies of this Plan and other relevant agencies through the required implementation of specific restrictions and conditions such as *low impact development, green infrastructure* and/or *stormwater* management practices, as applicable; and,

c) it is demonstrated through appropriate studies and investigations, to the satisfaction of the Town and relevant approved authorities, that safe access will

be maintained for people and vehicles entering and exiting the area during times of erosion emergencies, *flooding hazards* and *erosion hazards.*

16.2.3 The requirements of the Town, the Conservation Authorities and other agencies to address *natural hazards* and human-made hazards, including all necessary floodproofing measures, will be implemented prior to *development*.

16.2.4 *Hazardous lands* that are excluded from *development* will be deemed to be designated Natural Features and Areas and will be zoned accordingly.

16.2.5 The Town will work with adjacent municipalities, Conservation Authorities and other partners to develop tools and strategies to address impacts on *infrastructure* and *hazardous lands* management resulting from the effects of climate change.

16.2.6 The Town will prohibit the creation of new lots within valley and stream corridors, *erosion hazard* areas and associated setbacks, unless undertaken in accordance with Policy 13.12.6.

16.3 Ravine, Valley and Stream Corridor and Erosion Hazards

16.3.1 The objective of the policies in this section is to prevent or minimize the risk to human life and property associated with erosion and/or slope instability.

16.3.2 The Town will support the policies and programs of the Conservation Authorities related to ravine, valley and stream corridor *erosion hazard* management and protection.

16.3.3 The Town will support non-structural risk management measures such as non-invasive plantings, if supported by the Conservation Authority, where appropriate.

16.3.4 The Town will prohibit *development* and *site alteration* within the *erosion hazard* limit. *Development* and *site alteration* proposed adjacent to an *erosion hazard* will require the following conditions can be met to the satisfaction of the Town and relevant approval authorities in order to be permitted:

a) confirmation of being located outside the long-term stable slope line;

b) studies to determine the long-term stable slope line should be in accordance with Provincial and Conservation Authority technical guidelines and guidance;

c) new hazards will not be created, and existing hazards will not be aggravated;

d) there will be no *negative impacts* on the Natural Environmental System;;

e) safe access will be maintained for people and vehicles entering and exiting the area during times of erosion emergencies, *flooding hazards* and *erosion hazards*; and,

f) the *development* and *site alteration* will be carried out in accordance with established standards and procedures.

16.3.5 The Town will prohibit the creation of additional tableland through grading or earthworks within valleylands, stream corridors and associated setbacks.

16.4 Riverine Flood Plains and Special Policy Areas

The Province's *flood plain* management policies generally state that no *development* or *redevelopment* will be permitted in areas below the regulatory flood elevation, as defined by the applicable Conservation Authority. The objective of the policies in this section is to prevent or minimize the risk to human life and property associated with *development*, *redevelopment* and *site alteration* in flood susceptible riverine environments.

As noted in Part A, Section 1.2, the 1978 Official Plan, as amended, will remain in effect as it applies to the Downtown Bolton S*pecial Policy Area* until updated policies are incorporated into this Plan through a Town-initiated official plan amendment.

16.4.1 The Town will:

a) direct *development* and *site alteration* to areas outside the regulatory *flood plain*;

b) continue to address riverine flood susceptibility through the application of *flood plain* planning using the One-Zone approach to *flood plain* planning outlined in Provincial policy; and,

c) conduct a comprehensive review of existing flood vulnerable *developments*, in consultation with the Conservation Authorities, to evaluate and implement flood remediation measures to decrease risk, as appropriate.

16.4.2 The Town will work with the Toronto and Region Conservation Authority and the Credit Valley Conservation Authority in the establishment and operation of a flood warning and evacuation system.

16.4.3 No new *development*, *redevelopment* or *site alteration* will be permitted where it has been identified by the Town or Conservation Authority that:

a) the property would be subjected to flood velocities and/or depths that would create an unacceptable risk to life or property;

b) the property would be susceptible to major structural damage due to a flood less than or equal to the regulatory flood elevation;

c) the necessary flood protection measures would have a *negative impact* on adjacent properties; or,

d) adverse downstream and/or upstream impacts would be created or exacerbated, and/or an increase in risk to life or property would occur, as a result of flooding.

16.4.4 For public safety purposes, the following uses will be prohibited on any parcel of land that is wholly or partially *hazardous lands, hazardous sites* where the use is:

a) new or expanded hospitals, long-term care homes, *retirement homes*, special needs housing, day cares or schools;

b) emergency service facilities such as fire, police or ambulance stations;

c) electrical substations; or,

d) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

16.4.5 The Town's floodproofing requirements will be based on the following alternatives, in consultation with the Conservation Authority, listed in order of priority, to minimize flood risk and/or meet the required level of flood protection:

a) dry passive floodproofing measures to the extent technically feasible and economically acceptable;

b) wet floodproofing measures for non-habitable portions of new buildings; or,

c) dry active floodproofing measures in combination with the measures in subsections a) and b), above.

16.4.6 Safe pedestrian and vehicular access and egress will be required for all buildings pursuant to Provincial policies and technical studies of site-specific flooding conditions.

16.4.7 Prior to the issuance of a building permit, the Town will consult with the Conservation Authority regarding the administration of fill and construction regulations applicable to any proposed flood damage reduction measures, which may include setbacks,

basement elevations, the strength of foundation walls, the placement of fill and the restriction of building openings.

16.4.8 The Town will obtain approvals from the Ministry of Natural Resources and Forestry, and the Ministry of Municipal Affairs and Housing before it:

a) designates a new *special policy area*;

b) changes or modifies the site-specific policies of an existing *special policy area*;

c) changes or modifies the land use designation or boundaries of an existing *special policy area*; or,

d) proposes revisions to the land use designations, boundaries or policies of an existing *special policy area*.

16.5 Wildland Fire Hazards

The objective of this section is to prevent or minimize the risk to human life and property associated with *development* and *site alteration* on or adjacent to lands with hazardous forest types for wildland fire.

16.5.1 The Town will direct *development* to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types for wildland fire* unless the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*, and provincial objectives and policies. Consultation with the Region of Peel may be required in cases where a proposed mitigation involves and adjacent *woodland* designated in the Region of Peel Official Plan as a Core Area of the Greenlands System.

Refer to Figure D10, Potential Hazardous Forest Types for Wildland Fire.

16.6 Other Natural and Human-made Hazards

The policies in this section ensure that new *development* and *site alteration* address other natural and human-made hazards as appropriate.

16.6.1 The Town will:

a) prohibit, where appropriate, *development* on, abutting, or adjacent to lands affected by human-made hazards such as oil, gas and salt hazards, or former mineral aggregate operations or petroleum resource operations, in accordance with the objectives and policies in this Plan and provincial policy;
b) require *rehabilitation* or other measures to address and mitigate known hazards;

c) ensure that appropriate setbacks are applied to *development* in accordance with Provincial regulations; and,

d) prior to any proposed use, require that sites with contaminants on land or in water are assessed and remediated as necessary to ensure no *adverse effects*.

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17. AGRICULTURAL AREA AND RURAL LANDS

The Town Structure established in Chapter 3 of this Plan establishes a framework for agricultural and rural uses within the Town. The Rural System includes *Prime Agricultural Areas* where agriculture is the primary use and *rural lands* where a wider range of rural uses in addition to agriculture are permitted. The Villages and Hamlets, Rural Employment Centre, and other rural residential uses, recreational uses and mineral aggregate resources also make up the Town's Rural System. In keeping with the Guiding Principles of this Plan, this chapter establishes policies and designations that aim to protect agricultural lands and the rural communities in the Town. Schedule E1, Rural System, includes mapping for the components of the Rural System.

This Plan incorporates an *agricultural system* approach to planning for agriculture, recognizing that the Agricultural System in Caledon is part of a broader Agricultural System extending across the Region of Peel and within the Greater Golden Horseshoe. The Agricultural System consists of:

- a continuous and productive agricultural land base comprised of *Prime Agricultural Area* and of *Rural Lands* linking *Prime Agricultural Area*, within Caledon and beyond Caledon's boundaries, and

- a complementary *agri-food network* of *infrastructure*, services and other elements important to the viability of the agri-food sector.

The Agricultural System plays a key role in supporting the Rural System, maintaining the rural character of the area, and providing a healthy natural environment. Agriculture is an important sector of Ontario's economy and continues to play a significant role in Caledon. The prosperity and sustainability of the agricultural sector are important to the economy of Caledon and to maintaining the character of the rural community. Farmers, through their stewardship and management of the land, play a vital role in protecting natural heritage and water resources. The Town recognizes the role that agriculture can play in addressing the impacts of a changing climate and supports land management practices that mitigate emissions.

The *Prime Agricultural Area* in the Town of Caledon generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning that these lands have few constraints for agricultural production. The majority of the lands in the southern part of the Town of Caledon have soils that are rated as CLI Class 1.

This Plan establishes a policy framework to enable agriculture to remain viable and prosperous. The Town supports the continuation of a thriving and sustainable agricultural industry, creating an environment that enables farmers to respond to changing conditions through diversification, agricultural innovation and the adoption of new practices in all aspects of the industry.

The Agricultural System is linked to the food system, which includes all activities involved in ensuring a community is well nourished: growing, harvesting, processing, packaging, transporting, marketing and consuming food and disposing of food waste. This Plan supports the food system through policies to support the Agricultural System and the *agri-food network*.

In addition to the policies of this Plan, areas within the Rural System may be subject to the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and Lake Simcoe Protection Plan.

17.1 Objectives

The planning objectives for *prime agricultural areas* and *rural lands* are:

a) promote healthy and complete rural communities that collectively contain living, working, and recreational opportunities;

b) promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices* in accordance with provincial standards, guidelines and policy;

c) promote a diverse, innovative and strong agricultural and rural economy by enhancing the area's capacity to contribute to the economy of the Town through the provision of goods and services, including agricultural, arts and cultural products, the *sustainable* management or use of resources, and through the establishment of diversified rural tourism opportunities;

d) sustain and enhance the viability of the *agricultural system* to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network, through minimizing land use conflicts that impede agricultural activity, providing opportunities to support local food production, and maintaining and enhancing the *agri-food network*;

e) protect the Town's *Prime Agricultural Area* from fragmentation, *development* and non-agricultural land uses (beyond those permitted by Policy 4.3.2 of the Provincial Planning Statement), including *site alteration* and fill activities that are

not consistent with *normal farm practices*, and which distort the natural landform character of the agricultural area;

f) support the *development* of *agricultural uses, agriculture-related uses and on-farm diversified* uses that highlight the importance and value of the agricultural economy and needs of the *agricultural system*;

g) retain and enhance the visual and functional integrity of the natural landscape and to preserve the rural character of the Town;

h) encourage the retention of existing lots of record for *agricultural uses* and discourage the use of these lots for non-*agricultural uses*;

i) new land uses, including the creation of lots and new or expanding livestock facilities, shall comply with the *minimum distance separation* formulae;

j) support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related *development* to areas where it will minimize constraints on these uses;

k) *prime agricultural areas* shall be designated and protected for long-term use for agriculture;

l) impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance;

m) support and enhance the diversity, health and productivity of the *agricultural system* as an important component of Caledon's economic base and heritage;

n) support initiatives to maintain and enhance the economic viability and environmental sustainability of the *agricultural system*;

o) support programs which encourage and assist farmers in developing and following conservation measures and sustainable farming practices that will protect and enhance the long-term productivity of agricultural lands and the health of the natural environment;

p) work in cooperation with farmers and agricultural organizations, the Region of Peel municipalities, and other public agencies and stakeholders to promote and

enhance the *agricultural system*, including the development of regional and local agri-food strategies and food systems planning;

q) consider opportunities to support and enhance the *agricultural system* through integrated planning for growth management, including goods movement and transportation planning;

r) support and enhance the *agricultural system* through planning for urban and rural growth and *development* and for *infrastructure*;

s) engage and consult with the Peel Agricultural Advisory Working Group respecting initiatives affecting the *agricultural system*; and

t) support local food, facilitate near-urban and *urban agriculture*, and foster a robust agri-food network by:

   i) encouraging the use of vacant and underutilized lands, utility corridors and public lands for the establishment of community gardens where appropriate;

   ii) permitting *urban agriculture* within *settlement areas*, including rooftops, where appropriate;

   iii) permitting farmers' markets, mobile fresh food markets, and community food centres, particularly in neighbourhoods where access to fresh foods is limited; and

   iv) designing and developing planning initiatives such as secondary plans, district plans, neighbourhood plans and transportation and mobility plans, in a manner that facilitates access to affordable, healthy food and locally grown food.

17.2 General

17.2.1 As noted in Part A, Section 1.2, of this Plan, the replacement of the 1978 Official Plan, as amended, by the Future Caledon Official Plan is being completed in phases. The 1978 Official Plan, as amended will remain in effect as noted in Section 1.2 until detailed studies recommend land use designations and policies to be incorporated into this Plan through a series of Town-initiated official Plan amendments.

17.2.2 Land Use Compatibility

a) Where *agricultural uses* and non-*agricultural uses* interface outside of *settlement areas*, land use *compatibility* will be achieved:

i) in accordance with all applicable Municipal by-laws;

ii) in accordance with all Provincial land use compatibility requirements, in Provincial policies and Plans, including *minimum distance separation*, as applicable;

iii) by avoiding *adverse effects* on the *agricultural system*, where possible; and,

iv) in instances where avoidance of *adverse effects* on the *agricultural system* is not possible, by minimizing and mitigating *adverse effects* on the *agricultural system* in accordance with Provincial requirements.

b) Where subsection a) requires mitigation, measures should be incorporated as part of the non-*agricultural uses*, as appropriate, within the area being developed.

c) An *agricultural impact assessment*, prepared in accordance with Provincial and municipal guidelines, may be required to evaluate land use compatibility and *adverse effects*

17.2.3 Where *agricultural uses* are permitted by this Plan, a full range of value-retaining facilities that process agricultural commodities are also permitted. Examples of agriculture-based value-retaining facilities include facilities involving refrigeration (cold storage), controlled-atmosphere storage, freezing, cleaning, grading, drying (e.g., grains, oilseeds, tobacco), as well as simple, bulk packaging that helps maintain the quality of farm commodities. Value-retaining facilities may also include operations that provide a minimum amount of processing to make a farm commodity saleable, such as grading eggs, evaporating maple syrup and extracting honey.

17.2.4 In order to provide farmers with the ability to carry out *normal farm practices*, all new *development* within *Prime Agricultural Area* and *Rural Lands* will be set back from agricultural operations in accordance with the applicable Provincial *minimum distance separation* formula and guidelines, or in accordance with the zoning by-law, as amended. In addition, new and/or expanded livestock facilities will be set back from existing non-*agricultural uses* in accordance with the applicable *Provincial minimum distance separation* formula.

17.2.5 An official plan amendment will be required to permit the following non-*agricultural uses* in the Prime Agricultural Area:

a) limited non-residential uses, provided that all of the following are demonstrated:

i) the proposed use complies with the *minimum distance separation* formulae;

ii) there is an identified need within the planning horizon of this Plan for additional land to be designated to accommodate the proposed use; and,

iii) alternative locations have been evaluated, and

- there are no reasonable alternative locations that avoid *Prime Agricultural Areas*, to the satisfaction of the Town; and,
- there are no reasonable alternative locations in *Prime Agricultural Areas* with lower priority agricultural lands, to the satisfaction of the Town.

17.2.6 The full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* within the Natural Heritage System for the Growth Plan or Greenbelt Plan will be permitted subject to the Growth Plan or Greenbelt Plan and the policies of this Plan. New buildings or structures for *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses* are not subject to the policies applicable to the Natural Heritage System for the Growth Plan or Greenbelt Plan, except for policies that apply to *key natural heritage features*, *key hydrologic features* and *key hydrologic areas*.

17.2.7 Where *Prime Agricultural Areas* designated on Schedule E1 are also designated as Natural Features and Areas on Schedule B4, D1 and D3, the policies of the natural Features and Areas apply in addition to the permissions and restrictions of the *Prime Agricultural Area* designation. In the event of a conflict, the policies which provide the highest level of environmental protection will apply, notwithstanding existing agricultural uses are permitted to continue in accordance with Provincial plans and policies

17.3 Agriculture-related Uses

Where *agriculture-related uses* are permitted by this Plan, the policies of this section apply.

17.3.1 On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, *agriculture-related uses* will be subject to the relevant policies of these Plans in addition to the policies in this Plan. In case of conflict, refer to Part A.

17.3.2 Where an *agriculture-related use* is permitted by this Plan, it will be demonstrated that the proposed use:

a) is a farm-related commercial and/or farm-related industrial use;

b) is directly related to existing agricultural operations in the area;

c) will support agriculture;

d) will benefit from being in close proximity to farm operations;

e) will provide direct products and/or services to farm operations as a primary activity;

f) will be *compatible* with and will not hinder surrounding agricultural operations;

g) will be at a scale and intensity of operation that is appropriate for the site and the surrounding area;

h) does not generate potentially conflicting off-site impacts;

i) is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;

j) meets all applicable air emission, noise, water and wastewater standards and receives all relevant environmental approvals;

k) enhances the agricultural and rural character of the area and promotes where possible the preservation of *built heritage resources* and *cultural heritage landscapes* and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings; and,

l) is located to minimize the amount of land removed from agricultural production.

17.3.3 The *development* of residential uses and *agriculture-related uses* in the same building is not permitted.

17.3.4 New *agriculture-related uses* will require a site-specific re-zoning to ensure that all relevant criteria in Section 17.3.3 are met before the use is established. In considering an application to develop an *agriculture-related use*, the Town will consider the cumulative impact of multiple *agriculture-related uses* in P*rime Agricultural Areas* and may request additional studies.

17.3.5 *Agriculture-related uses* will be subject to site plan control to address site-specific issues and ensure no *adverse effects* on the viability of surrounding uses, to the satisfaction of the Town.

17.3.6 *Agriculture-related uses* will be subject to all applicable Municipal By-law and zoning requirements.

17.4 On-farm Diversified Uses

Where *on-farm diversified uses* are permitted by this Plan, the policies of this section apply.

17.4.1 On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, *on-farm diversified uses* will be subject to the relevant policies of these Plans in addition to the policies in this Plan. Refer to Part A, Section 1.5, Legislative Authority and Policy Context.

17.4.2 *On-farm diversified uses* will be subject to all applicable municipal by-law and zoning requirements. Within the Niagara Escarpment Commission Area of Development Control, *on-farm diversified uses* will be subject to a Niagara Escarpment Commission *development* permit.

17.4.3 For the purposes of this Plan, *on-farm diversified uses* will be located on a property that is in active *agricultural use* and used as a farm, are uses that are secondary to the principal *agricultural use* of the property and are limited in area.

17.4.4 *On-farm diversified uses* will be subject to site plan control to address site-specific issues and minimize and mitigate off-site impacts, to the satisfaction of the Town.

17.4.5 *On-farm diversified uses* means uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, agri-tourism uses, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and *energy storage systems*.

17.4.6 The maximum area of a property to be used for *on-farm diversified uses* is 2.0 percent of the lot area to a maximum of 1 ha (10,000 square metres) and the maximum percentage of the 2.0 percent lot coverage (to a maximum of 1 ha (10,000 square metres) that can be used for buildings and structures is 20 percent, up to a maximum of 1,000 square metres. Policy 17.4.8 provides direction on how to calculate the area for on-farm diversified uses.

17.4.7 The area of an *on-farm diversified use* includes:

a) laneways and driveways accessing the *on-farm diversified use* if not shared with the principal *agricultural use* of the property;

b) new landscaped areas, berms, and setbacks, and parking and loading areas devoted solely to the *on-farm diversified use* if they are designed in such a way to preclude their use for agricultural purposes;

c) The gross floor area of all buildings and structures constructed after April 30, 2014, used for the *on-farm diversified use* (the gross floor area of buildings and structures constructed prior to April 30, 2014, is discounted by 50 percent to encourage the adaptive re-use of existing buildings); and,

d) any outdoor storage areas, patio areas and areas used for *infrastructure* that supports the *on-farm diversified use* such as *stormwater management ponds*, fire-fighting ponds and tile fields.

17.4.8 Where an *on-farm diversified use* is permitted by this Plan, it will be demonstrated that the proposed use:

a) will be secondary to the principal *agricultural use* of the property;

b) will be *compatible* with and will not hinder surrounding agricultural operations;

c) will be at a scale and intensity of operation that is appropriate for the site and the surrounding area;

d) will be supported by adequate on-site parking facilities, in addition to the parking required for the principal use on the property, with such parking provided in locations *compatible* with surrounding land uses;

e) is generally located within the existing farm building cluster where practical and feasible;

f) does not generate potentially conflicting off-site impacts;

g) is limited to low water and low effluent producing uses and is on a property that is capable of accommodating the use on private water and private sewage treatment systems;

h) meets all applicable air emission, noise, water and wastewater standards and receives all relevant environmental approvals;

i) enhances the agricultural and rural character of the area and promotes where possible the *conservation* of *built heritage resources* and *cultural heritage*

landscapes and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings;

j) is located in such a manner to minimize the amount of land removed from agricultural production, where possible; and,

k) will meet all applicable *accessibility* requirements for any built *development* or structures.

17.4.9 Factors to consider in determining whether a proposed *on-farm diversified use* meets the criteria set out in Section 17.4.9 include:

a) the nature of the *on-farm diversified use* and the potential *adverse effects* of the use on adjacent land uses and the character of the area; and,

b) the amount of traffic generated by the *on-farm diversified use* in relation to the principal use on the property.

17.4.10 Notwithstanding Section 17.4.9 above, the implementing zoning by-law will not permit *on-farm diversified uses* such as farm event venues for weddings and other celebrations that have the potential to attract a significant number of guests until a Special Events Licensing By-law is passed by the Town and is in effect. Once such a By-law is in effect, the Town may consider permitting this type *of on-farm diversified use* as-of-right in the implementing zoning by-law subject to the issuance of a special events license or permit.

17.4.11 The Special Events By-law referred to in Section 17.4.11 will establish controls on the duration, number and intensity of permitted special events on a case-by-case basis based on the location of property and the potential *negative impacts* and *adverse effects* of the proposed special events. In addition, the Special Events By-law will set out insurance, traffic management, noise mitigation, and fire and life safety requirements, amongst other matters.

17.4.12 *On-farm diversified uses* are required to be secondary to a farm. Where a farm ceases to operate, any permitted *on-farm diversified use* is required to cease operations. The implementing zoning by-law will establish criteria for ensuring the *on-farm diversified use* remains a secondary use, including the condition that the farmer must reside on the property.

17.4.13 *Development* or *site alteration* associated with an *on-farm diversified use* is not permitted within *key natural heritage features*, *key hydrologic features* or any

associated minimum *vegetation protection zone*, except for expansions to legally existing buildings and structures if it is demonstrated:

a) there is no alternative, and the expansion or alteration in the feature is minimized and, in the minimum *vegetation protection zone*, is directed away from the feature to the maximum extent possible;

b) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible; and,

c) the expansion or alteration is permitted by any applicable Provincial Plan.

17.5 Cannabis

17.5.1 The cultivation of cannabis or industrial hemp is considered an *agricultural use*. All indoor cannabis-related and hemp-related uses authorized by the Federal Cannabis Regulation or the Federal Industrial Hemp Regulation may be permitted subject to an amendment to the Zoning By-law and will be subject to Site Plan Control.

17.5.2 Prior to the passing of a zoning by-law amendment, Council will be satisfied that the proposed indoor cannabis-related use or hemp-related use meets the following conditions:

a) the proposed greenhouse or other type of building can be designed and sited to blend in with surrounding land uses such that the agricultural and rural character of the area is maintained;

b) the *adverse effects* of the noise, dust, odour, light and traffic generated by the proposed facility on *sensitive land uses* in the area can be avoided and if avoidance is not possible, minimized and appropriately mitigated, as demonstrated by the required studies identified in Section 17.5.5 of this Plan;

c) sensitive surface water features and sensitive groundwater features in the area will be protected, improved or restored with consideration given to the taking of water and generation of effluent;

d) adequate parking, loading and delivery facilities are available on the lot for the proposed facility and the traffic generated by the proposed facility can be accommodated on area roads;

e) the proposed facility can be serviced with an appropriate water supply and an appropriate means of sewage disposal;

f) *stormwater* management needs can be met on site;

g) the waste generated from the facility can be appropriately managed;

h) signage is designed and located in accordance with the Town's Sign By-law; and,

i) the proposed setback, as determined by the required studies in Section 17.5.5 of this Plan, from *sensitive land uses* in the area is appropriate to avoid, and if avoidance is not possible, minimize and appropriately mitigate any *adverse effects*.

17.5.3 In addition to Section 17.5.2, and if a component(s) of the proposed facility includes value-added components that would make this component of the facility an agriculture-related use, it must be demonstrated that this component of the facility:

a) is *compatible* with and does not hinder surrounding agricultural operations;

b) is directly related to farm operations in the area;

c) supports agriculture;

d) benefits from being in close proximity to farm operations; and,

e) provides direct products and/or services to farm operations as a primary activity.

In order to assist with the consideration of a proposed agriculture-related use involving cannabis or industrial hemp, regard should be had to the Guidelines on Permitted Uses in Ontario's *Prime Agricultural Areas* prepared by the Province. An Amendment to this Plan is not required for a proposed agriculture-related use involving cannabis or industrial hemp.

17.5.4 The studies listed in this section will be required to satisfy the study requirements of Section 17.5.2 of this Plan. The Town reserves the right to request additional studies and material to support the establishment of an indoor cannabis-related and/or hemp-related facility.

17.5.5 In recognition of the varying types and scales of indoor cannabis-related uses or industrial hemp-related uses that may be applied for, the municipality will identify the scope of the additional supporting information needed at an optional pre-consultation meeting in accordance with the policies of this Plan.

a) Air Quality Study

i) The proponent will submit an air quality study that is prepared by a Licensed Engineering Practitioner (which means that they must be licensed by Professional Engineers Ontario). The air quality study will document the emission sources at the facility and quantify the emission rates of air contaminants including odour, chemicals and particulate matter.

ii) The air quality study will detail the proposed air filtration and odour control systems and other mitigation measures that will be used to manage odour. The air quality study will include atmospheric dispersion modelling predictions that show odour and contaminant concentration predictions along the property line and extend outward 5 kilometres from the facility into the surrounding community. The air quality study will include a review of the impacts of other cannabis and industrial hemp facilities within the area to determine the extent of the potential cumulative *adverse effects*.

iii) In addition to subsection ii) above, and to minimize the likelihood of *adverse effects*, the air quality study should target a sensitive receptor impact of two odour units, however the Town will consider other odour impact predictions. An electronic copy of the atmospheric dispersion model files used in the air quality study will be included with the submission.

iv) In addition to the above, the proponent of the proposed facility will submit a Contingency Odour Mitigation Plan, prepared by a Licensed Engineering Practitioner that considers additional air filtration systems or other mitigation measures for use in the event of substantiated future complaints after the use has been established. Agreement on the appropriate triggers for additional mitigation will be made in advance.

b) Light Mitigation and/or Photometric Plan

i) The proponent of the proposed cannabis-related use or industrial hemp-related use will submit a Light Mitigation Plan, prepared by a Licensed Engineering Practitioner that fully describes the proposed light mitigation measures and demonstrates that the proposed facility will not cause light pollution, including sky glow or light trespass, onto neighbouring properties.

ii) In addition to subsection i) above, the proponent of the proposed cannabis-related use or industrial hemp-related use will also submit a Contingency Light Pollution Mitigation Plan, prepared by a Licensed Engineering Practitioner that considers additional mitigation measures and implementation timelines for use in the event of substantiated future

complaints after the facility has been established. Agreement on the appropriate triggers for additional mitigation will be made in advance.

c) Traffic Impact Study

i) The proponent will submit a Traffic Impact Study, to the satisfaction of the Town and/or the Region, that demonstrates that the proposed facility will not cause any traffic hazards or an unacceptable level of congestion on roads in the area.

17.5.6 In recognition of the known *adverse effects* of odour, the avoidance of *adverse effects* will be a first principle. If *adverse effects* cannot be avoided, the minimization and mitigation of *adverse effects* has to be considered. One of the ways to avoid, minimize and mitigate *adverse effects* is through separation of incompatible uses through the use of setbacks.

17.5.7 The setbacks that are derived as a result of the review of an application to amend the zoning by-law or to expand a legal non-conforming indoor cannabis cultivation facility will depend on:

a) whether the facility is a greenhouse or an industrial-type building and if a greenhouse is proposed, whether the proposed greenhouse is purpose-built for cannabis or industrial hemp or already exists;

b) the size and scale of the proposed cannabis-related or industrial hemp-related facility;

c) the proximity and number of residential uses in the area including the potential for additional sensitive uses on vacant lots that are zoned to permit a sensitive use;

d) location of the proposed cannabis-related or industrial hemp-related facility in relation to prevailing winds;

e) the nature of the *adverse effects* that exist at the time in relation to existing cannabis-related or industrial hemp-related facilities; and,

f) the impact of topography on the dispersion of odour.

17.5.8 Cannabis-related and industrial hemp-related operations, including but not limited to, the storage, drying and processing of cannabis or industrial hemp, may be considered an agriculture-related commercial or industrial use, provided that the use is operating

in conjunction with a cannabis or industrial hemp cultivation operation, providing that the policies of Section 17.5 are satisfied.

17.6 Rural Housing

17.6.1 Where an *additional residential unit* is permitted within *rural lands* by this Plan, the following policies will apply:

a) Where an *additional residential unit* is permitted, it will be subordinate in size to the primary residential dwelling unit, and it will be demonstrated that there is sufficient well and septic system capacity to service the *additional residential unit*.

b) Where an *additional residential unit* is permitted in an *accessory facility*, it will be located in close proximity to the primary residential dwelling unit and be on a lot of a sufficient size to accommodate the *additional residential unit*. New driveways from a Regional Road for a new *additional residential unit* will not be permitted.

c) Where an *additional residential unit* is proposed on lands subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

d) The future severance of *additional residential units* is prohibited.

17.6.2 The establishment of additional accommodation on a farm property for full-time farm labour is permitted provided:

a) the use conforms with Provincial requirements, were applicable;

b) any additional residential structures are grouped with existing farm structures;

c) the use can be serviced with an appropriate water supply and an appropriate means of sewage disposal;

d) the size and nature of the agricultural operation requires additional on-site housing of employees;

e) the lands are appropriately zoned; and,

f) the future severance of the lands that are the site of the *accessory* accommodation use is prohibited.

17.6.3 In the Greenbelt Plan Area, residential dwelling units associated with recreational uses are prohibited unless the residential dwelling units are intended for an employee of the proposed use.

17.6.4 Where a residential dwelling is permitted on a lot in a *prime agricultural area*, up to two *additional residential units* shall be permitted in accordance with provincial guidance, provided that, where two *additional residential units* are proposed, at least one of these *additional residential units* is located within or attached to the principal dwelling, and any *additional residential units*:

a) Comply with the *minimum distance separation formulae*;

b) Are compatible with, and would not hinder, surrounding agricultural operations;

c) Have appropriate sewage and water services;

d) Address any public health and safety concerns;

e) Are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and

f) Minimize land taken out of agricultural production.

Where an additional residential unit is proposed on lands subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required

17.7 Cemeteries

17.7.1 Refer to Part D, Section 14.7, for policies relating to cemeteries in *rural areas*.

17.8 Recreational Uses

17.8.1 Resources-based recreational uses may be permitted in the r*ural lands* designation, subject to re-zoning, provided that:

a) where the intended lands are subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, the resource-based recreational use is permitted by the relevant policies of these Plans in addition to the policies in this Plan and relevant Provincial plans.

b) as demonstrated by an *agricultural impact assessment, adverse effects* on the *agricultural system* will be avoided, and if avoidance is not possible, minimized

and mitigated and where mitigation is required, measures will be incorporated within the resource-based recreational use as appropriate;

c) new land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae;

d) any *key natural heritage features*, *key hydrologic features* and other core features of the Natural Environment System in the general area will not be impacted or adversely affected in accordance with the policies of this Plan; and,

e) a need for the proposed use, and for additional land to accommodate the proposed use have been identified within the planning horizon.

17.8.2 In the Greenbelt Plan Area an application to establish or expand a major recreational use in the Natural Heritage System will be accompanied by a Vegetation Enhancement Plan in accordance with the Greenbelt Plan.

17.8.3 In the Greenbelt Plan Area an application to establish or expand a major recreational use in the Natural Heritage System will be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.

17.8.4 In the Lake Simcoe Protection Plan Area, *development* and *site alteration* located within 120 metres of a *permanent* or *intermittent stream* or wetland will be integrated with existing or proposed parks and trails to the extent feasible.

17.8.5 In the Lake Simcoe Protection Plan Area, an applicable to establish or expand *major recreational uses* will be accompanied by a recreation water use plan.

17.9 Prime Agricultural Area Designation

17.9.1 Permitted Uses

a) The following uses are permitted in the *Prime Agricultural Area* designation as shown on Schedule B4, Land Use Designations, and Schedule E1, Rural System:

i) *agricultural uses*;

ii) *agriculture-related uses* subject to Section 17.3;

iii) additional residential units subject to policy 17.6.5; and,

iv) *on-farm diversified uses*, subject to Section 17.4.

b) a principal dwelling associated with an agricultural operation shall be permitted in *prime agricultural areas* as an *agricultural use*, in accordance with provincial guidance, except where prohibited in accordance with policy 4.3.3.1 c) of the Provincial Planning Statement.

17.9.2 Policies

a) The creation of new lots in the *Prime Agricultural Area* designation is discouraged and may only be permitted in the following instances:

i) *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural uses* common in the area and are sufficiently large, to the satisfaction of the Town, to maintain flexibility for future changes in the type or size of agricultural operations;

ii) acquisition of land by a public body for *infrastructure* projects, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way;

iii) consents to enable the securement of lands for natural heritage conservation purposes by a public authority or a natural heritage conservation organization. Within the Greenbelt Plan Area, consents for natural heritage conservation purposes may be considered provided it does not create a separate lot for a residential dwelling in the *Prime Agricultural Area*;

iv) minor lot adjustments or boundary additions for legal or technical reasons, provided they do not create a separate lot for a residential dwelling and there is no increased fragmentation of a *key natural heritage feature* or *key hydrologic feature*;

v) *agriculture-related uses*, such as farm-related commercial and farm-related industrial uses that are not on lands that are subject to the Oak Ridges Moraine Conservation Plan, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;

vi) one new residential lot per farm consolidation for a *residence surplus to an agricultural operation*, provided that the new lot will be limited to a minimum size needed to accommodate the use, appropriate sewage and water services are available, and new dwellings and additional residential units are prohibited on any remnant parcel of farmland created by the severance. A

zoning by-law amendment will be required to ensure that no new residential dwellings are permitted on the remnant parcel.

vii) The creation of new residential lots in *prime agricultural areas* is not permitted, except in accordance with policy 17.9.2 vi).

b) The *Prime Agricultural Area* is designated on Schedule B4, Land Use Designations, and Schedule E1, Rural System, and is protected for long-term use for agriculture, as a significant element of the Town's economy and a source of food.

c) Non-agricultural uses are discouraged in the *Prime Agricultural Area* and may only be permitted in accordance with the policies of this Plan, applicable Provincial Plans and Provincial legislation and impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance for:

i) the extraction of minerals, petroleum resources or mineral aggregate resources; or

ii) limited non-residential uses, provided that all of the following are demonstrated:

- the proposed use complies with the minimum distance separation formulae;
- there is an identified need within the planning horizon identified in the official plan for additional land to accommodate the proposed use;
- alternative locations have been evaluated, and there are no reasonable alternative locations which avoid *Prime Agricultural Areas* and there are no reasonable alternative locations in *Prime Agricultural Areas* with lower priority agricultural lands; and,
- where the intended use is subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, the use is permitted by the relevant policies of these Plans in addition to the policies in this Plan.

17.9.3 The removal of land from the Prime Agricultural Area will only be permitted for a *settlement area* boundary expansion or adjustments in accordance with the policies of this Plan, applicable Provincial Plans and Provincial legislation.

17.10 Rural Lands Designation

17.10.1 Permitted Uses

a) The following uses may be permitted in the r*ural lands* designation as shown on Schedule B4, Land Use Designations, and Schedule E1, Rural System:

   i) all uses permitted in the *Prime Agricultural Area* designation, including *normal farm practices*, in accordance with provincial standards;

   ii) cemeteries subject to Sections 14.7;

   iii) conference facilities and event spaces;

   iv) country inns with no more than six guestrooms;

   v) small-scale institutional uses such as places of worship; and,

   vi) resource-based recreational uses in accordance with Section 17.8;

   vii) additional residential units in accordance with Section 17.6.1

b) Notwithstanding the uses permitted in subsection a), above, within the *rural lands* designation, existing permitted site-specific uses will be allowed to continue.

c) *Development* shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.

d) The Town will support a diversified rural economy by protecting agricultural and other resources-related uses and directing non-related development to areas where it will minimize constraints on these uses.

e) New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

17.10.2 Policies

a) Where lot creation, *development* and *site alteration* or uses are proposed on *rural lands* subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

b) Within the Greenbelt Plan Area, proposals for non-*agricultural uses* in the *rural lands* of the Protected Countryside will demonstrate that:

i) the use is appropriate for location on *rural lands*;

ii) the type of water and sewage servicing proposed is appropriate for the type of use;

iii) there are no *negative impacts* on *key natural heritage features* and/or *key hydrologic features* or their functions; and,

iv) there are no *negative impacts* on the biodiversity or connectivity of the Natural Heritage System.

c) Within the Greenbelt Plan Area non-*agricultural uses* in the *rural lands* may only be permitted subject to the satisfactory completion of an *agricultural impact assessment* and in accordance with the policies of this Plan, the Greenbelt Plan and Provincial legislation. This policy does not apply to mineral aggregate operations.

d) Lot Creation

i) In the *rural lands*, the maximum number of consents for any use permitted within the designation will not be more than 3 per each 40 hectare (100 acre) half township lot. A severance granted within the *rural lands* designation will be limited in lot area to a minimum required to provide sufficient room for adequate servicing for permitted uses identified in the Zoning By-law; must comply with applicable *minimum distance separation formulae* requirements; is not impacted by poor drainage, topography or other hazards and maintains a reasonable *buffer* from other land uses; will abut an existing residential lot where possible or will be created at the limits of the existing parcel; and, must be re-zoned as a condition of consent to a residential use that complies with all other policies of this Plan and Zoning By-law.

ii) Within the Greenbelt Plan Protected Countryside, *settlement area* expansions will be permitted into *rural lands*, subject to the *settlement area* policies of this Plan, the Region of Peel Official Plan and the Greenbelt Plan.

17.11 Rural Economic Development Area Designation

17.11.1 The Rural Economic Development Area designation provides for a limited range of uses that enhance tourism and recreational experiences based on the character of the *rural area*. Rural Economic Development Areas are shown on Schedule B4, Land Use Designations. Rural Economic Development Areas will only be considered in *Rural Lands* subject to an official plan and zoning by-law amendment.

17.11.2 Permitted Uses

a) Permitted uses in Rural Economic Development Areas may include:

i) a spa;

ii) wellness centre;

iii) retreats;

iv) culinary institutes;

v) golf courses;

vi) *agri-tourism uses*, including breweries, cideries, wineries, distilleries;

vii) hotels, motels, inns, resort style accommodation;

viii) limited restaurant *development*; and,

ix) high technology research institutes not associated with processing or manufacturing that are complimentary to and *compatible* with *Rural Lands* uses.

b) Uses such as theme parks, go-kart racetracks, adventure game parks, amusement parks, variety stores or other similar uses are prohibited.

17.11.3 Policies

a) Proposed uses and/or *development* in Rural Economic Development Areas will be considered on the basis of the following:

i) scale is appropriate;

ii) appropriate location and *compatibility* with existing uses;

iii) adherence to all Provincial requirements, including Provincial Plans and *minimum distance separation*, as applicable

iv) address *adverse effects* to the *agricultural system,* Prime Agricultural Areas and *Rural Lands*;

v) maintain the natural topography and open landscape character to the extent possible;

vi) have minimal impact on surrounding farm operations; and,
vii) enhance the agricultural and rural character of the area and promotes where possible the preservation of *built heritage resources* and *cultural heritage landscapes* and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings.

b) The proposal should have no *adverse effects* including, but not limited to:

i) appropriateness and *compatibility* with existing uses, including scale and location;

ii) transportation;

iii) maintaining the natural topography and open landscape character to the extent possible;

iv) impacts from any new or expanding use on surrounding agricultural operations and lands are to be assessed and mitigated to the extent feasible;

v) ensuring adequate separation distance, including *minimum distance separation* where applicable, and,

vi) ensure adequate servicing, on-site parking, setbacks, landscape and access.

c) *Development* within Rural Economic Development Areas will be subject to site plan control.

d) An a*gricultural impact assessment,* prepared in accordance with Provincial and Municipal guidelines, where appropriate, will be required.

e) The Town will monitor on a regular basis the number of Rural Economic Development Area *development* applications and the impacts of such uses to assist in the evaluation of official plan policies.

f) *Development* that can be sustained by rural service levels should be promoted.

g) Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the uneconomical expansion of this *infrastructure*.

h) Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related *development* to areas where it will minimize constraints on these uses.

17.12 Estate Residential Area Designation

Estate Residential Areas identified on Schedule B4, Land Use Designations, are existing prior to adoption of this Plan. These areas contribute to a range of housing type and living styles within the Town. These areas are intended to have minimum disturbance of the natural setting and environment offering a distinctly rural atmosphere. For the Palgrave Estate Residential Community, refer to 7.1 of the 1978 Caledon Official Plan, as amended.

17.12.1 Permitted Uses

a) Permitted uses may include:

i) single detached dwellings;

ii) apartment-in-houses; and,

iii) *additional residential units* in accordance with Part C of this Plan.

17.12.2 Policies

a) New estate residential *development* on lands already designated for estate residential *development*, may be considered provided that such *development*:

i) is *compatible* with the rural landscape and surrounding uses;

ii) protects the natural environment;

iii) is a logical extension of an existing estate area and servicing system;

iv) occurs in a phased manner; and,

v) has the necessary servicing, consideration of financial and physical capabilities, and the suitability and availability of municipal servicing.

b) Estate Residential plans of subdivision, other than those shown on Schedule B4, Land Use Designations, or in the Palgrave Estate Residential Community, will not be permitted.

c) Estate Residential *development* may occur on a condominium basis and will be subject to all municipal standards. Rural Estate Residential uses will be included in a separate zoning category in the implementing zoning by-law.

d) Lands designated Estate Residential Area that is within the Oak Ridges Moraine Conservation Plan or Greenbelt Protected Countryside designation will also be subject to the policies of these Provincial Plans.

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18. VILLAGES AND HAMLETS

The policies in this section apply to the Villages of Alton, Belfountain, Caledon Village, Cheltenham, Mono Mills and Palgrave and the Hamlets of Albion, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, Victoria and Wildfield. The settlement boundaries and land use designations for these villages and hamlets are identified on Schedules E-2, E-3, E-4, E-5, E-6, E-7, E-8, E-9, E-10 and E-11.

The Villages and Hamlets are each characterized by their unique identities and rural way of life, which contribute to a strong sense of community and place. The Villages and Hamlets are also celebrated for their relationship to the surrounding rural and agricultural landscape. Their main streets, mix of uses, and community focal points provide important economic and social opportunities to support residents and the broader rural and agricultural community. The prosperity and vitality of the Villages and Hamlets will be sustained over the long-term by promoting opportunities for economic *development* and revitalization.

During the planning horizon, the Villages and Hamlets will accommodate limited growth in the form of *infill* in a manner that protects and enhances their unique identities and ensures that they remain distinct from the urban areas in the Town.

18.1 Objectives

The planning objectives for villages and hamlets are:

a) maintain and enhance the distinctive character, identity and rich heritage of the Villages and Hamlets while permitting limited growth through *infill*;

b) promote the efficient use of existing and planned *infrastructure* and *public service facilities*;

c) encourage the *development* of small-scale commercial uses that support the local residents and the general area;

d) provide opportunities for small-scale and home-based employment uses to provide jobs for local residents;

e) promote the diversification of the economic base through the provision of goods and services, including value-added products and the *sustainable* management or use of resources;

f) encourage the *development* of affordable housing, where such housing can be appropriately serviced; and,

g) provide opportunities for *sustainable* and diversified tourism, including the leveraging of historical, cultural, and natural assets.

18.2 General

18.2.1 Permitted uses within the Villages and Hamlets will be subject to meeting servicing and other requirements as set out in this Plan. In general, growth in Villages and Hamlets will be limited to *infill* and minor rounding out of existing *development* and will be restricted to uses that are *sustainable* on individual on-site sewage services and individual on-site water services or municipal water services, as the case may be.

18.2.2 All new *development* will be appropriate to the *infrastructure*, which is planned or available, to avoid the need for unjustified and/or uneconomical expansion of this *infrastructure* and/or the provision of municipal water and sewer services.

18.2.3 New *development* will be *compatible* with the existing uses and scale of the uses and built form within the Village or Hamlet and the natural environment. For each Village or Hamlet, it is important to recognize the distinct character and to ensure that future *development* is *compatible* with and enhances the existing character to foster a sense of place in each.

18.2.4 It is the long-term intent of the Town and the to re-establish a mature canopy of trees along the main streets in the Villages and Hamlets. In order to achieve this objective, new street trees will be provided as a condition of *development* approval wherever possible. The requirement for the provision of street trees will be determined by the nature of the application. Street trees may be located on private property if insufficient space is available within the public right-of-way.

18.2.5 To establish a sense of place and location that is unique, a distinctive *public realm* along each main street in a Village and Hamlet will be created that has the effect of encouraging *conservation* of *built heritage resources*, attracting new *development*, where appropriate, and reducing the impact of the motor vehicle on the character of the area. In order to implement this intent, special pavement treatments, unique street furniture and signage, among other elements will be established along the street.

18.2.6 On-street parking will be permitted wherever possible on the main streets in the Villages and Hamlets. The amount and location of parking permitted on side streets

will be explored provided the location of the parking is appropriate for the character of the adjacent residential neighbourhoods.

18.2.7 Patios for restaurants on the main streets are encouraged, where permitted, in appropriate locations and with consideration for minimizing impacts on adjacent residential uses. Encroachments for such spaces into the municipal right-of-way may be considered provided the scale and extent of the patio area is appropriate for the character of the streetscape, pedestrian movement is not impeded, and provision of municipal services is not impacted.

18.2.8 Where a proposed non-residential *development* abuts the side yards or back yards of residential uses, the following factors will be considered by the Town in determining whether the proposed *development* is *compatible* with existing residential uses:

a) The depth of the lot under consideration;

b) The orientation of the abutting lots;

c) The location and orientation of the dwellings on the abutting lots;

d) The height of the existing dwellings on the abutting lots;

e) The location and size of the windows in the proposed *development*;

f) The location of parking and access;

g) The nature of the uses of the yards on the abutting properties;

h) The nature and health of the existing trees that separate the proposed *development* from abutting land uses; and,

i) The nature and location of existing and proposed fencing.

18.2.9 In order to maintain the character of the Villages and Hamlets, all *development* will recognize the existing built form context and protect the character of the settlement and its *built heritage resources* and *cultural heritage landscapes*. In this regard, new *development* will respect and reinforce:

a) The height, massing, and scale of nearby buildings

b) The average setbacks of buildings from the street;

c) The prevailing side and rear yard setbacks;

d) The landscaped open space patterns;

e) The size and configuration of lots; and,

f) The existing street pattern.

18.2.10 Limited lot creation for residential purposes is permitted in the Villages and Hamlets provided:

a) The frontage of the new lot and the retained lot is generally *compatible* with the average lot frontages primarily on the same side of the street and secondly in the general area to maximize, to the greatest extent possible, the separation between new and existing dwellings;

b) The proposed *development* is *compatible* with, and supports the build form, context, and character, and ensures no negative drainage impacts on surrounding lots;

c) The trees and vegetation will be retained and enhanced, in accordance with Part D and Part G, on the new lots and additional landscaping will be provided to integrate the proposed *development* with adjacent *development* and the existing neighbourhood;

d) New driveways are sited to minimize tree loss;

e) The width of new driveways are minimized; and,

f) The orientation and sizing of the new lot(s) does not have a *negative impact* on significant views and vistas that help define a residential area.

18.2.11 It is the intent of this Plan to permit, where appropriate, the replacement of an existing single detached dwelling with a new single detached dwelling on an existing lot, with the goal being that the replacement dwelling is *compatible* with the scale of existing *development*. To implement this policy, the implementing zoning by-law will contain provisions that:

a) Require the front yard setback for the new dwelling to be consistent with the front yards that exist on the street;

b) Restrict the height of new dwellings to two storeys;

c) Control the depth of new dwelling to provide for a reasonably sized backyard that is similar to the sizes of the backyards on abutting lots;

d) Prohibit the extension of the private garage beyond the front of the dwelling or the porch, unless the projection of the garage is a defining element of the dwellings in the immediate area; and,

e) Restrict the width of driveways and private garages facing the street.

18.2.12 New *developments* that assist Villages and Hamlets to become more complete including providing a greater range of goods and services, housing options including affordable housing and local employment will be encouraged.

18.2.13 Within *settlement areas* of the Oak Ridges Moraine Conservation Plan Area, applications for *development* or *site alteration* within *landform conservation areas* (Category 1 and 2) will be required to identify how the proposed works will keep disturbance to landform character to a minimum.

18.2.14 Where an *additional residential unit* is permitted by this Plan, the following policies will apply:

a) Where an *additional residential unit* is permitted, it will be subordinate in size to the primary residential dwelling unit and it will be demonstrated that there is sufficient well and septic system capacity to service the *additional residential unit*.

b) Where an *additional residential unit* is permitted in an *accessory* building, it will be located in close proximity to the primary dwelling unit, and outside of *settlement areas*, be on a lot of a sufficient size to accommodate the *additional residential unit*. New driveways from a Regional Road for a new *additional residential unit* will not be permitted.

c) Where an *additional residential unit* is proposed on lands subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

18.3 Villages and Hamlets Designation

18.3.1 Permitted Uses

a) The following uses may be permitted in the Villages and Hamlets designation as shown on Schedule E1, Rural System, subject to any specific policies set out in this section:

i) residential dwellings;

ii) *additional residential units* in accordance with Part C of this Plan;

iii) bed and breakfast establishments in accordance with Section 8.5;

iv) business offices;

v) *conservation* uses;

vi) country inns;

vii) garden centres;

viii) gas stations;

ix) home industries as an *accessory use* to a single detached dwelling in accordance with Section 8.5;

x) home occupations in accordance with Section 8.5;

xi) hotels and motels;

xii) *additional needs housing* in accordance with Part C of this Plan;

xiii) open space uses;

xiv) personal service uses;

xv) *public service facilities*;

xvi) restaurants and take-out restaurants;

xvii) small-scale retail and service commercial uses; and,

xviii) small-scale institutional and open space uses.

b) Specific Village and Hamlet Policies

i) In addition to the applicable policies of the Growth Plan and this Plan, Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta are designated as Minor Urban Centres as shown on Schedules B3b Land Use Designations, Niagara Escarpment Plan and any proposed expansion of these Minor Urban Centres will occur in accordance with the Niagara Escarpment Plan and the Niagara Escarpment Planning and Development Act.

ii) Refer to Part F for formerly rural portions of Campbell's Cross, Wildfield and Victoria that are within the 2051 New Urban Area.

iii) In addition to the permitted uses in Policy 18.3.1 a), commercial or industrial *development* may be permitted within the Victoria Village boundary identified on Schedule E-9 in accordance with the implementing zoning by-law. *Development* of lands adjacent to any residential uses will minimize any land use conflicts in accordance with the relevant policies of Chapter 8, Housing, and Chapter 7, Design.

18.4 Rural Commercial Area Designation

The Rural Commercial Area designation recognizes areas that provide commercial services which serve the shopping needs of rural communities. These areas will continue to provide commercial services and are not anticipated to change significantly or redevelop within the horizon of this Plan.

18.4.1 Objectives

The planning objectives for Rural Commercial Areas are:

a) provide for a range of permitted commercial uses;

b) encourage and provide for more pedestrian-oriented built forms, by locating buildings close to the street as much as possible, and locating parking areas principally in the rear yard and to a lesser extent in an interior side yard; and,

c) provide for appropriate *intensification* of existing commercial sites, including commercial *infill development* and building expansions, while advancing the objective of providing a more pedestrian-oriented character.

18.4.2 Permitted Uses

The following uses may be permitted on lands designated Rural Commercial Area:

a) retail uses, restaurants and service uses, including drive-throughs, in accordance with Part C of this Plan;

b) automotive service uses and sales;

c) offices, provided they are small-scale;

d) clinics;

e) hotels;

f) day care centres;

g) garden centres or nurseries;

h) public parks and trails;

i) places of worship; and,

j) uses, buildings and structures that are *accessory* to the uses permitted above.

18.4.3 *Development* in Rural Commercial Areas will:

a) consider trail and pedestrian connections which encourage convenient and safe access for pedestrians from the street;

b) minimize walking distances from the street to the building entrance; and,

c) achieve a high standard of design and architectural treatment.

18.4.4 General

a) On *major retail* sites where *infill development* is proposed, a tertiary plan may be required, at the Town's discretion, in accordance with the policies of this Plan.

b) *Development* in Rural Commercial Areas will be *compatible* with adjacent low-rise residential uses, and mitigate *negative impacts and adverse effects*, noise, through the design and implementation of:

i) landscaping and *buffers*;

ii) transition in building height;

iii) suitable setbacks for loading areas and parking areas; and,

iv) screening to ensure there are no lighting impacts onto adjacent residential properties.

19. RURAL EMPLOYMENT CENTRES

Rural Employment Centres are small, mixed-use settlements that provide small-scale industrial and commercial *development*. These areas may be located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of Provincial or Regional transportation routes. Sandhill is identified as a Rural Employment Centre.

Refer to the 1978 Town of Caledon Official Plan, as amended, for policies regarding Sandhill and the applicable land use schedule.

19.1 Objectives

The planning objectives for Rural Employment Centres are:

a) ensure that a diverse and sufficient supply of employment land is available to accommodate the employment forecasts in Part B;

b) promote the expansion of existing businesses and attract new industrial enterprises; and,

c) develop Rural Employment Centres in a manner to minimize any land use conflict between employment and residential uses, utilizing *buffering*, landscaping, berming and appropriate site design in accordance with the design policies of this Plan.

19.2 Dry Employment Area Designation

The Dry Employment Area land use designation accommodates industrial-type uses on lands with private sanitary sewage and water services, or partial Regional piped services.

19.2.1 Permitted Uses

a) Permitted uses may include:

i) manufacturing, fabricating, printing, processing, and packaging operations;

ii) warehousing and wholesale operations;

iii) transportation terminals;

iv) contractor's yard;

v) open storage and laydown yards;

vi) transfer station; and;

vii) public utilities.

b) All uses that are permitted within the Dry Employment Area designation are subject to the approval of the Region and the Province.

c) Major office uses are prohibited in the Dry Employment Area.

19.2.2 General

a) Uses with high water and sewage demands that cannot be handled by private systems will not be permitted within the Dry Employment Area designation.

20. MINERAL AGGREGATE RESOURCES

These policies will be added through a future phase of the Official Plan Review. Refer to Part A, Section 1.2, for more information.

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Part F: Urban System

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21. PLANNING THE URBAN SYSTEM

The Town Structure established in Part B of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including the lands that will be developed for New Community Areas and New Employment Areas. It also establishes Urban Centres, Neighbourhood Centres, and Urban Corridors that will permit intense, mixed-use forms of *development* within the Urban System. These components are identified on Schedule F1, Urban System.

The policies of Part F establish the land use designations and supporting policies to implement the Urban System components of the Town Structure in accordance with vision and guiding principles of the Plan. These land use designations will be assigned to lands throughout the Urban System through future amendments to this Plan to enable a range of urban land uses. The supporting policies for each designation establish required densities, and the form and design of *development*. In addition to Part F, the policies of other sections of this Plan apply as appropriate.

21.1 General

21.1.1 All New Community Areas and New Employment Areas identified on Schedule F1, Urban System, will undergo secondary planning, in accordance with the relevant policies of this Plan, to:

a) implement the Town Structure by applying land use designations and policies:

i) to enable and support a range of appropriate urban land uses; and,

ii) protect, restore, and enhance natural features and areas and water resource system features and areas, and provide parks, open spaces, and *stormwater* management; and,

b) establish detailed policies that build on the direction from Part C, General Policies, and elsewhere in this Plan, to guide future *development*.

21.1.2 The overall community structure conceptually illustrated on Figures F2a and F2b, Preliminary Community Structure Plan, provides a comprehensive foundation for secondary planning and *development* in the Urban System. The Preliminary Community Structure Plan was prepared based on this Plan and Town master plan documents to identify the general locations of developable areas and community-defining elements. The Preliminary Community Structure Plan incorporates applicable elements of the Town Structure, including Centres (nodes) and Corridors, natural

features and areas, the conceptual collector road network, and existing and planned parks and community facilities, including fire stations and active trails. The Town will update Figures F2a and F2b based on new or revised master plans, input from the school boards and adopted secondary plans.

21.1.3 New and developing community and *employment areas* within the Town's New Urban Area will be subject to general land use designations until they undergo secondary planning in accordance with the policies of this Plan. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System.

21.1.4 This Plan establishes a meaningful range of permitted uses for each land use designation to allow flexibility and avoid unnecessary official plan amendments. The full range of uses may not be permitted on all sites within the designation. The Zoning By-law will determine the specific uses permitted, within the broader range, based on each site's context and all of the applicable policies of the Plan.

21.1.5 Should any lands within the Highway 413 Focused Analysis Area or the NWGTA Transmission Corridor Narrowed Area of Interest be released from corridor protection by the Province and neither corridor protection applies, the lands which are located between the 2051 New Urban Area on both sides (to the north and south or east and west) will be added to the Urban System and will assume the adjacent *designated growth area* designation of New Community Area or New Employment Area, without the need for an official Plan Amendment. In instances where either Corridor forms the boundary between New Community Area and New Employment Area, the Town will determine, through amendment to this Plan, the new boundary within the limits of the Highway 413 Transportation Corridor Focused Analysis Area or the NWGTA Transmission Corridor Narrowed Area of Interest that was released from corridor protection.

21.1.6 Former hamlet and industrial/commercial centres have been included in the Urban System. These areas (portions of the hamlets of Wildfield and Campbell's Cross and industrial/commercial centre of Victoria) will be subject to further study through secondary planning in accordance with growth phasing policies of the Plan. Until new secondary plans and land use designations are established, existing land uses may continue.

21.1.7 Applications for *development* within the *designated growth area* should only be submitted where a secondary plan is in effect, or the Town's Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete application will be required to include written confirmation to this effect.

21.1.8 Notwithstanding the requirements for secondary planning set out in Chapter 21, Urban System, *development* applications for lands within the New Community Areas and New Employment Areas that were deemed complete prior to the adoption of this Plan will continue to follow the Town's interim enhanced *development* review process. Through that process, the requirements of the Region of Peel Official Plan will be addressed, including the policies in respect of the 2051 Urban Area and the Bolton Residential Expansion Settlement Area, where applicable.

21.1.9 *Development* and *redevelopment* in the Urban System should be staged and coordinated in alignment with the Region of Peel's Water and Wastewater Master Plan.

21.2 Existing Community and Employment Areas

As noted in Part A, Section 1.2 of this Plan, the replacement of the 1978 Official Plan, as amended, by the Future Caledon Official Plan will be completed in phases. The 1978 Official Plan, as amended, will remain in effect as it applies to the existing community and *employment areas* listed in Section 1.2 until land use designations and policies are incorporated into this Plan through a series of Town-initiated official plan amendments.

21.2.1 The Town will undertake detailed reviews of the existing secondary plans, or area-specific policies, for the areas listed in Policy 1.2.1 (i.e., areas now within the Urban System of this Plan) and recommend updated land use designations and policies be incorporated into this Plan through Town-initiated official plan amendments. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System, of this Plan.

21.2.2 The policies in the subsequent chapters of Part F, Urban System, and elsewhere in this Plan, will provide guidance for the future reviews of the existing secondary plans and area-specific policies listed in Policy 1.2.1.

21.3 Secondary Plans

Secondary plans provide detailed *development* policies to guide growth and change in a defined area of the Town. They implement the Town Structure, objectives, policies and land use designations of this Plan for the local context, and address matters including, but not limited to:

- the Natural Environment System;
- climate change adaptation and mitigation;

- *cultural heritage resources*;
- targets for population, housing and jobs;
- the desired form and type of physical *development*;
- parks, open space, schools and community facilities;
- multimodal transportation;
- *stormwater* management;
- phasing and the delivery of *infrastructure*; and,
- implementation.

Secondary plans are contained in Part H, Site-specific Policies and Secondary Plans, and should be read in conjunction with all policies of this Plan.

Additional direction for secondary plans is provided throughout this Plan including Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements.

21.3.1 *Development* will only be permitted within the *designated growth area* where an approved secondary plan is in place and, where required, tertiary plan has been prepared to the satisfaction of the Town. A complete application will be required to include written confirmation to this effect.

21.3.2 Secondary plans will be prepared and completed in accordance with the Town's Growth Management and Phasing Plan, this Plan and the Region of Peel Official Plan. The schedules that accompany each secondary plan should be consistent with Figure F2a and/or Figure F2b, Preliminary Community Structure Plan.

21.3.3 The proposed secondary plan boundaries on Figure F3, Secondary Planning Areas, considered the *subwatershed* boundaries and surface water drainage catchment areas relevant to the supporting local *subwatershed* studies, or equivalent studies, that will be required, as well as known land ownership groups and logical boundaries such as major roads. As noted on Figure F3, secondary plan areas identified with the same letter label (e.g., B1 and B2) generally fall within the same surface water drainage catchment area of the applicable *subwatershed*. The proposed secondary plan areas are intended to support the planning of *complete communities*.

a) Proposed secondary plan areas shown on Figure F3 may be combined to create a larger secondary plan area, particularly within the same general surface water drainage catchment area (e.g., E4 and E5).

b) A smaller or alternate secondary plan area may be considered where it does not preclude comprehensive secondary planning of the surrounding remnant areas.

21.3.4 Prior to commencing the preparation of a secondary plan, terms of reference for the secondary planning process will be prepared, to the satisfaction of the Town's Chief Planner, that set out:

a) the need for the secondary plan;

b) the intended scope of the secondary plan, including:

i) rationale for the proposed secondary plan area if not in accordance with Figure F3, Secondary Planning Areas; and,

ii) the components to be addressed from Figure F2a or F2b, Preliminary Community Structure Plan;

c) the process and timeline of secondary plan preparation;

d) the supporting studies required by the Region of Peel Official Plan and this Plan;

e) the opportunities for public participation and involvement;

f) the role(s) and responsibilities within the proponent team and/or Town staff; and,

g) if multiple landowners are involved, requirements related to landowner group and cost-sharing agreements, including demonstration that a formal landowner group is in place with full participation of the owner(s) of the majority of the lands in the secondary plan area.

In a Town-initiated secondary planning process, the terms of reference for the secondary plan will also be provided to Council. No supporting studies, public consultations, or any other work related to the preparation of a secondary plan, should be initiated before the terms of reference for the secondary planning process are approved.

21.3.5 The Town may undertake secondary planning for specific areas outside of the *designated growth area* where it is considered necessary to provide more detailed planning objectives and policies for *intensification*, *redevelopment* or other *development* activities.

21.3.6 Each secondary plan should include the following:

a) a description of the long-term vision for the area and a series of guiding principles that are intended to achieve the vision;

b) a description of the main structural elements of the secondary plan area and how those structural elements are based on the guiding principles;

c) a description of how much growth is planned in the secondary plan area in the form of population, housing units and employment as applicable;

d) the minimum densities to be achieved in the secondary plan area;

e) the housing targets for each form of residential *development*, if applicable, and an assessment of the contribution to the Town's overall housing targets;

f) the identification of areas for key community *infrastructure* to be implemented early in the planning approval process, including lands for *stormwater* management, public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing;

g) policies that ensure the efficient provision of a Caledon-wide *multimodal transportation system* that includes *sustainable* transportation and transit *infrastructure* and services, including the alignment of an east-west *higher order transit* corridor, the conceptual alignment of other *higher order transit* corridors along with sufficient east-west road and goods movement capacity;

h) policies that provide for the orderly transition from agriculture and related uses that enable *agricultural uses* to continue for as long as practical and mitigate and/or minimize *adverse effects*;

i) details on the land use designations that are to be applied, including the vision, goals and objectives, permitted uses and *development* policies that apply to each;

j) policies on how the Natural Environment System within the secondary plan area is to be protected, restored or, where possible, enhanced;

k) policies that identify how low carbon and alternative and renewable energy systems including district energy systems should be incorporated into the secondary plan area, and how future populations can be protected from climate risk;

l) policies that identify what technical studies will be required to support the preparation and consideration of implementing *development* applications;

m) policies that identify how much parkland is required and where and how these parkland areas will be developed;

n) policies that specify the number of schools required, if applicable, and where;

o) policies that provide direction regarding the *conservation* of *cultural heritage resources*;

p) policies that provide guidance on the continuation, integration and/or transitioning of existing land uses and the *development* path for small land holdings;

q) the identification of areas where tertiary plans are required or, if tertiary plans are not required, the secondary plan should include the level of detail that would be provided in a tertiary plan;

r) a phasing plan that sets out how the secondary plan area will be phased in a logical manner to the satisfaction of the Region of Peel and in accordance with Regional requirements including the feasibility and capacity of public *infrastructure* required for *development*; and,

s) policies that provide for appropriate urban *agricultural uses* in suitable locations, if the secondary plan applies to an *employment area*.

21.3.7 Adoption of secondary plans can proceed only in accordance with staging and sequencing plans. No secondary plans will be adopted in the 2051 New Urban Area until after the structure of a connected *transportation system* is planned, including:

a) the conceptual alignment of a transit system that includes an east-west *higher order transit* corridor; and,

b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in the Region of Peel Official Plan regarding the planning and protection of the Highway 413 Focused Analysis Area.

21.3.8 In accordance with the Region of Peel Official Plan, until the jurisdiction and financing mechanisms for a complete local transit system are established to the satisfaction of the Region, the Town may only adopt secondary plans in the 2051 New Urban Area to enable a cumulative total of approximately 10,000 new residential units.

21.3.9 In the case of a secondary planning process undertaken by a landowner or 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.

21.4 Tertiary Plans (Community Block Plans)

Tertiary plans pertain to areas within a secondary plan area and establish context for coordinated *development* that implements the vision and policies of the secondary plan.

21.4.1 Through secondary planning, areas will be identified where tertiary plans will be required to demonstrate how the applicable secondary plan will be implemented, and to establish a context for coordinated *development*, to the satisfaction of the Town. Tertiary planning should be done subsequent to the approval of the related secondary plan. However, at the discretion of the Town's Chief Planner:

a) tertiary planning may begin prior to the adoption of the related secondary plan, if the secondary planning process is sufficiently advanced; or,

b) a separate tertiary planning process may not be required if the related secondary plan includes the technical level of detail that would typically be included in a tertiary plan.

21.4.2 Where required, a tertiary plan should be prepared to the satisfaction of the Town, in accordance with terms of reference approved by the Town. Council should endorse a tertiary plan and related report to Council prior to the consideration of a plan of subdivision, plan of condominium, zoning by-law amendment or site plan application within the applicable secondary plan area. However, *development* applications may be processed concurrent with ongoing tertiary planning, at the discretion of the Town's Chief Planner.

21.4.3 A tertiary plan, its supporting studies and the related report to Council should address the following, if not already addressed through the secondary plan, to the satisfaction of the Town:

a) delineation, protection and enhancement of Natural Features and Areas, including linkages;

b) implementation of recommendations of local *subwatershed* studies on a sub area basis;

c) *conservation* of *cultural heritage resources*;

d) layout of the transportation system;

e) a walkable and *transit-supportive* street network and block structure, multi-use paths, and the cycling network;

f) the location of any future public lands that may be dedicated to the Town as part of any *development* approval process;

g) land needs for future enhancement or expansion to transit corridors and station *infrastructure*;

h) planning for alternative and renewable energy systems, including low carbon and district energy systems;

i) the location of all proposed land uses;

j) population and/or employment densities;

k) the proposed range and mix of housing options, *transit-supportive* densities, and affordable housing;

l) the location, size and configuration of any parks, open spaces, and schools;

m) the provision and integration of *public services facilities*;

n) traffic management, including traffic calming and *transportation demand management* measures;

o) parking areas, in the context of the overall parking management strategy;

p) the provision and coordination of water, wastewater and *stormwater* management servicing, including the location of *stormwater* management facilities, considering *infrastructure* timing identified in the Town and Regional master plans;

q) the conceptual location and massing of larger buildings, including institutional buildings;

r) recommendations for alternative *development* standards to support *development*, such as reduced parking standards in Centres (nodes) and Corridors;

s) set out the sequencing of *development* and the timing of any *infrastructure* improvements, considering infrastructure timing identified in Town and Regional master plans;

t) financial *sustainability*; and,

u) financial and servicing agreements.

21.4.4 The tertiary plan itself will include the following:

a) delineations of all land use designations, park and school locations, *stormwater* management facility areas;

b) minor refinements to the secondary plan transportation network;

c) refinements and updates to the Natural Environment System with supportive justification as required by the secondary plan; and,

d) the local road and active transportation network including trails and transit.

21.4.5 Each tertiary plan, and the necessary supporting studies to address the matters listed in Policy 21.4.3, will be prepared by a landowner or landowner group in accordance with the policies of this Plan and the Town's terms of reference for tertiary planning. Urban design and transportation planning guidelines may also be required to inform the preparation and consideration of implementing *development* applications.

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

21.4.7 The Town may prepare, or require the preparation of, a tertiary plan to provide detailed direction for a defined area where one or more of the following elements from Schedule B1, Town Structure, is to be implemented, particularly in urban areas planned for *intensification*:

a) Urban Centres and Neighbourhood Centres, including *major transit station areas*;

b) Urban Corridors; and,

c) the Knowledge and Innovation Corridor.

21.4.8 In addition to the requirements in Policy 21.4.3, the tertiary plan for a Centre (node) or Corridor should demonstrate how various uses might be co-located, and amenities (e.g., open space) and facilities (e.g., parking and loading) might be shared. Such arrangements are strongly encouraged in the Town's Centres and Corridors. In addition, barriers between public uses, particularly between parks and schools, should be eliminated wherever possible.

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22. COMMUNITY AREAS

The Town Structure established in Chapter 3 of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including existing and new Community Areas.

22.1 General

22.1.1 The Town will only permit *development* in Community Areas in accordance with adopted secondary plans or as set out in this Plan.

22.1.2 Where places of worship are permitted in Community Areas, the following policies apply in addition to the other policies of this Plan:

a) Places of worship on lots that have land areas greater than 2.0 hectares will front on an arterial road. Places of worship on smaller sites may front on both arterial or collector roads.

b) All places of worship will include appropriate on-site open spaces and landscaping that contribute to the enhancement of the place of worship and surrounding uses.

c) On-site parking will be provided to accommodate regular worship attendance and other regular and special events in accordance with the Town's Zoning By-Law. Sufficient parking will be provided to meet typical peak demand.

d) *Accessory uses* to a place of worship, including day cares, residences for the spiritual leader and/or caretaker, residential uses that include affordable housing and educational facilities may be permitted.

e) All places of worship will be supported by appropriate plans and studies that manage and mitigate the potential impact of noise, light, traffic and parking on the surrounding community.

22.2 New Community Area Designation

The New Community Area designation will be applied pending the preparation and adoption of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. The New Community Areas designation identifies lands to be developed as future residential/mixed-use communities.

As secondary planning is completed for each secondary plan area, new land use designations and policies, as set out later in this chapter and in Part D, will replace the New Community Area designation.

22.2.1 Objective

The planning objective for the New Community Area designation is to designate lands that will be developed for Community Area uses in the future. The lands will be redesignated to detailed land use designations only through the preparation and adoption of a secondary plan.

New Community Areas will be designed at a higher density than existing areas in Caledon, providing more housing on less land, and with smaller lot sizes, consistent with the community building and *sustainability* objectives of this Plan. Most new buildings will generally be located closer to the street to maximize the use of land and provide for a more pedestrian oriented environment.

22.2.2 Permitted Uses in New Community Areas Prior to Secondary Plan Adoption

a) The following uses may be permitted within the New Community Area designation prior to the approval of the required secondary plan:

   i) uses that legally existed or were permitted by zoning at the time of adoption of this Plan;

   ii) minor expansions to uses that legally existed at the time of approval of this Plan; and,

   iii) new *agricultural uses, agriculture-related uses and on-farm diversified uses,* subject to Minimum Distance Separation II policies, as identified by the Province.

22.2.3 Land Use Designations

a) Within New Community Areas, the land use designations will include:

   i) Urban Centres (including the Caledon GO Primary *Major Transit Station Area*);

   ii) Urban Corridors;

   iii) Major Commercial/Mixed-Use Areas;

iv) Neighbourhood Centres (including the Mayfield West Planned *Major Transit Station Area*;

v) Neighbourhood Area;

vi) Major Institutional Area; and,

vii) Knowledge and Innovation Area.

b) Lands identified conceptually as the Knowledge and Innovation Corridor on Schedule F1, Urban System, are partially located in New Community Areas. The boundaries of this corridor are to be refined through future study and the policies of Section 22.10 Knowledge and Innovation Area Designation, are intended to apply.

22.3 Urban Centre Designation

The Urban Centre designation applies to lands within the Caledon GO Primary Major Transit Station Area delineated on Schedule B1, Town Structure, and Schedule F1, Urban System. It would also be applied to any future primary major transit station area.

The Caledon GO Primary Major Transit Station Area (identified as HUB-1, Bolton GO Primary Major Transit Station Area in the Region of Peel Official Plan) will be planned to be a dense hub of human activity with a range of uses that support the Town of Caledon's evolution into a complete community.

Urban Centres will be developed with the tallest buildings and broadest range of uses within the Town. Planned *higher order transit* service will provide these areas and broader Caledon with connections to various destinations within the Region and beyond.

A Potential Urban Centre/Potential Major Transit Station Area is identified on the Schedule F1, Urban System, and other schedules, near the intersection of Highway 50/Queen Street South and the railway. The Town has requested that the Province consider an additional GO station in this location, on the future Caledon-Vaughan GO rail line, to act as a catalyst for transit-supportive mixed-use development that would enhance housing opportunities, community amenities and mobility options for Caledon residents, employees and visitors. It is recognized that a future major transit station area must be delineated through an amendment to this Plan in accordance with the *Planning Act.*

22.4 Neighbourhood Centre Designation

The Neighbourhood Centre designation is intended to be applied to the lands conceptually shown as Neighbourhood Centre on Schedule B1, Town Structure. Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. *Development* within Neighbourhood Centres will take the form of mid-rise mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling *infrastructure*.

The character of a secondary *major transit station area*, which would also be a Neighbourhood Centre in this Plan, will be decidedly urban with buildings located close to the street edges and with streets planned from the outset as complete streets with equal emphasis placed on pedestrian and motor vehicle travel.

The Mayfield West Planned *Major Transit Station Area* is identified as a Neighbourhood Centre on Schedule B1, Town Structure. The Town will work jointly with the Region and Provincial government to review the status of transit *infrastructure* for this planned *major transit station area*, as well as comprehensive land use changes and strategic considerations, to evaluate its reclassification as a secondary *major transit station area*.

The boundary of the Mayfield West Planned *Major Transit Station Area* and that of any other future secondary *major transit station area* shall be delineated through an amendment to this Plan in accordance with the *Planning Act*.

22.4.1 Objectives

The planning objectives for the Neighbourhood Centre designation are as follows:

a) facilitate mid-rise forms of *development* allowing for more affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;

b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;

c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;

d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;

e) build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;

f) provide a range of retail and service experiences that serve local needs and draw customers from wider catchment, with particular focus on creating spaces for independent small businesses;

g) create a comprehensive, separate, attractive and well-designed network for walking and cycling that allows people to easily get around within the Neighbourhood Centre; and,

h) locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.

22.4.2 Permitted Uses

a) A broad range of residential, retail, mixed-use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted.

b) Single-purpose commercial buildings will not be permitted.

c) Within the Mayfield West Planned *Major Transit Station Area*, a wide range of dwelling unit types will be permitted, except for detached and semi-detached dwellings. The lands required for transit *infrastructure* in the Mayfield West Planned *Major Transit Station Area* will be identified through a future comprehensive planning process when the locations of such *infrastructure* have been determined by the Province in consultation with the Region and the Town.

22.4.3 Density and Height

a) The minimum density on the lands within the Mayfield West Planned *Major Transit Station Area* will be confirmed through a future amendment to this Plan.

b) Minimum and maximum permitted building heights within the Mayfield West Planned *Major Transit Station Area* will be confirmed through a future amendment to this Plan.

c) The minimum permitted residential density within the Neighbourhood Centre designation, excluding the Mayfield West Planned *Major Transit Station area*, is 50 units per net hectare and maximum permitted residential density is 200 units per net hectare.

d) The minimum permitted building height within the Neighbourhood Centre designation, excluding the Mayfield West Planned *Major Transit Station area*, is three storeys and the maximum permitted building height is 12 storeys.

22.4.4 Development Policies

a) Streets within the Neighbourhood Centre designation will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing *development* patterns.

b) Surface parking lots for mixed-use buildings will be limited in area with at least 80 percent of vehicular parking planned to be provided in underground or above-ground structures. Existing surface parking lots within a secondary *major transit station area* that do not meet *major transit station area* objectives will be encouraged to redevelop. Prior to the build out of a secondary *major transit station area*, temporary surface parking may be utilized.

c) Elementary schools and other institutional uses should be co-located with parks, trails and other community uses, including day cares, to develop integrated community hubs.

d) Day cares should also be integrated into residential areas.

e) A comprehensive and integrated continuous trail network should be established in each Neighbourhood Centre in order to contribute to the establishment of walkable, bicycle-friendly and active mixed-use centres. Trails and/or walkways will be integrated into *development* proposals to maximize connectivity:

   i) within the Neighbourhoods Centre designation and between neighbourhoods and/or *employment areas*;

   ii) to *active transportation* routes; and,

   iii) to promote public access to community uses and natural areas and features.

f) Pedestrian and multi-use trails will provide access to and through parks and where appropriate, the Natural Environment System, and will be planned to help

encourage *active transportation* as a viable means of both recreation and transportation.

g) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.

h) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

i) Transit-oriented forms of *development* and *transit-supportive* public space design will be of a high priority for *development* within Neighbourhood Centres.

j) The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.

k) The Town will consider the use of inclusionary zoning and the establishment of a community planning permit system on the lands within the Mayfield West Planned *Major Transit Station Area*. The intent of inclusionary zoning would be to support the *development* of affordable housing. The intent of the community planning permit system would be to streamline the *development* approval process. Other mechanisms such as transit-oriented *development* guidelines, financial incentive programs and other appropriate implementation tools may also be considered.

l) Implementation tools and mechanisms will address land use *compatibility* and the separation or mitigation of *sensitive land uses* in accordance with requirements of the Provincial Policy Statement and Provincial guidelines, standards, and procedures. This will include an assessment of the need for proposed *sensitive land uses* and alternative locations in Caledon.

m) Alternative *development* standards that provide additional flexibility with respect to the mixing of uses, built form and parking standards will also be considered by the Town through the *development* approval process.

n) Proposed *development* within the Mayfield West Planned *major transit station area* will be required to:

i) consider the status of the *major transit station area's* transit *infrastructure*/station (i.e., unfunded, in delivery or existing);

ii) demonstrate how the *development* will contribute to *transit-supportive* densities that recognizes the character and scale of the surrounding community;

iii) support a compact urban form that directs the highest intensity *transit-supportive* uses close to the transit station or stop;

iv) address Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;

v) support the provision of an inter-connected and multimodal street pattern that encourages walking, cycling, and the use of transit and supports mixed-use *development*;

vi) provide an appropriate mix of land uses and amenities that promotes *transit-supportive* neighbourhoods;

vii) provide bicycling parking, and where applicable, passenger transfer and commuter pick-up/drop-off areas;

viii) prohibit the establishment of uses that would adversely impact the ability to achieve the minimum density target; and,

ix) support high quality *public realm* improvements to enhance the *major transit station area*.

22.5 Urban Corridor Designation

The Urban Corridor designation is intended to be applied to the lands conceptually shown as Urban Corridors on Schedule B1, Town Structure. Urban Corridors connect neighbourhoods and are mixed-use, mid-rise communities themselves that support quality urban living environments connected to transit services and cycling *infrastructure*.

Urban Corridors will provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of *development* that use land efficiently, provide opportunities for more affordable forms of housing and are *transit-supportive*. These corridors are anticipated

to be approximately 100 metres in depth on either side of the road and will be characterized by a mixture of primarily high intensity forms of *development*, including retail and service commercial uses, offices and residential apartments, as well as *community facilities*.

22.5.1 Objectives

The planning objectives for the Urban Corridor designation are as follows:

a) facilitate mid-rise forms of *development* that can allow for more affordable housing, support commercial uses and create opportunities for residents to age in place;

b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, providing the community access to daily needs within a convenient walking or cycling trip;

c) establish a quality built form that will provide for attractive neighbourhood streetscapes that contribute to neighbourhood vibrancy, character and identity;

d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and

e) create street environments that prioritize pedestrians, cyclists and transit users.

22.5.2 Permitted Uses

A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor.

22.5.3 Development Policies

The planned built form characteristics for this designation encourage the *development* of a wide variety of building forms, generally mid-rise in height, but with higher buildings depending on location. All buildings are intended to have a strong street presence. On this basis, below are the design and built form criteria that will be applied in the Urban Corridors:

a) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.

b) The *development* of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.

c) Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods.

d) The *development* of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.

e) Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas.

f) A strong landscaped street edge treatment should be provided.

g) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.

h) Given the potentially large-scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.

i) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.

j) High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

k) Transit-oriented *development* and *transit-supportive* public space design will be a high priority within Urban Corridors.

l) Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways and other elements that enhance the pedestrian environment.

22.6 Downtown Bolton Designation

These policies will be added through a future phase of the Official Plan Review. Refer to Part A, Section 1.2, for more information.

22.7 Neighbourhood Area Designation

The Neighbourhood Area designation will apply to areas that are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more *compact built form* than older established neighbourhoods in the Town. In addition to housing, Neighbourhood Areas will be planned to accommodate the schools, parks and other institutional uses needed to support the *development* of *complete communities* along with mixed-use areas that will accommodate a range of neighbourhood-scale retail, commercial, personal service and professional service uses in a mixed-use setting with residential uses.

22.7.1 Objectives

The planning objectives for the Neighbourhood Area designation are as follows:

a) provide for new housing opportunities to meet the Town's projected housing needs;

b) provide for a range of housing types, tenure and affordability to promote *accessible*, affordable, adequate, and appropriate housing for all socio-economic groups;

c) ensure new residential areas permit a mix of complimentary and *compatible* land uses, including *compact built form* and *community facilities*, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,

d) guide the *development* of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.

22.7.2 Permitted Uses

a) residential uses;

b) long term care homes and *retirement homes*;

c) *public service facilities* that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,

d) neighbourhood-scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

22.7.3 Development Policies

a) Streets within Neighbourhood Areas will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing *development* patterns.

b) Elementary schools and other institutional uses will be encouraged to be co-located with parks, trails and other community uses in the *development* of integrated community hubs.

c) Trails and/or walkways will be integrated into *development* proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features.

d) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.

e) Buildings in low-rise areas will generally not exceed three storeys in height. However, buildings as high as six storeys may be permitted on mixed-use sites.

f) Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

g) Transit-oriented forms of *development* and *transit-supportive* public space design will be of a high priority for *development* on sites located on arterial roads within Neighbourhood Areas.

h) The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon.

i) Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System, will be planned to help encourage *active transportation* as a viable means of both recreation and transportation.

j) A comprehensive and integrated continuous trail network be established in each Neighbourhood Area, in order to contribute to the establishment of walkable, bicycle-friendly and active neighbourhood.

k) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided.

l) Collector roads, shown conceptually on Schedule F1, Urban System, are required to have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists.

m) Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.

n) The primary façade of all buildings in Neighbourhood Areas will relate directly to the street and be sited generally parallel to it, creating a well- balanced, human-scale street and building relationship, which encourages pedestrian activity.

o) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative façade treatments, roof line, emphasis, building projections, materials, colours and certain architectural styles.

p) The *development* of pedestrian-oriented focal points that are walkable from nearby areas is required. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily *accessible* and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

22.8 Major Commercial/Mixed-Use Area Designation

The Major Commercial/Mixed-Use Area designation is intended to apply to areas where higher order retail uses and complementary medium and high density

residential uses are located in a mixed-use setting. Major Commercial/Mixed-Use areas are intended to be strategically located destinations where a range of commercial, personal service and professional service uses are located to serve adjacent community areas.

22.8.1 Objectives

The planning objectives for the Major Commercial/Mixed-Use Area designation are as follows:

a) establish Major Commercial/Mixed-Use Area designation as major activity areas in New Community Areas;

b) provide a focus for the *development* of *major retail* uses in New Community Areas;

c) provide for the establishment of focal points that are easily accessed by pedestrians, bicycles and transit; and,

d) provide for a diverse range of retail and service uses to serve new Community Areas and adjacent areas.

22.8.2 Permitted Uses

a) A broad range of retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related residential uses are not permitted.

22.8.3 Development Policies

The planned built form characteristics for this designation are intended to incorporate a full range of uses to support the needs of the local population with buildings aligned along arterials, collectors and internal streets with consistent setbacks, punctuated at key points with open spaces, parks and urban squares. Non-residential and residential uses are intended to be integrated in a mixed-use setting in a manner that is *transit-supportive* and pedestrian-oriented. On this basis, below are the design and built form criteria that will be applied in the Major Commercial/Mixed-Use Area designation:

a) Buildings should generally be placed on a site to respect a consistent setback and provide for continuity in built form along public streets.

b) *Development* will be planned to be pedestrian, bicycle and transit-friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the "streets" in large *development*s may initially be privately owned and maintained. In particular, *development* will be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit.

c) The *development* of pedestrian-oriented focal points that are walkable from nearby areas is required to be a key component of *development* in the Major Commercial/Mixed-Use Area designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily *accessible* and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities, and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

d) The minimum height of any new residential building will be four storeys and the maximum height will be 12 storeys. The minimum height for non-residential buildings will be two storeys.

22.9 Major Institutional Area Designation

While small-scale institutional uses may be located within the Neighbourhood Area designation, the Major Institutional Area designation is to be applied to larger institutional uses such as hospitals, colleges and universities, secondary schools and larger places of worship. The Major Institutional Area designation will be applied to locations that can accommodate large amounts of traffic, are well connected to transit, and are in close proximity to complementary uses that can offer the daily goods and services that employees need.

22.9.1 Objectives

The planning objectives for the Major Institutional Area designation are as follows:

a) establish locations up-front within the Urban System for future institutional uses that are important to serve the needs of the Caledon community;

b) integrate institutional uses into the fabric of the Urban System to avoid isolated institutional campuses that disconnect institutions from the remainder of the community; and,

c) locate large institutional uses so they are well connected by transit and bicycle *infrastructure*.

22.9.2 Permitted Uses

a) A broad range of institutional, recreational and other related uses such as secondary schools, community centres, long term care homes, colleges and universities and hospitals. Supporting retail, commercial, personal service and professional service uses may be permitted. Places of worship on sites greater than 2.5 hectares may also be permitted.

22.9.3 Development Policies

a) All uses within the Major Institutional Area designation should be designed with a high priority on the pedestrian, cycling and transit environment.

b) The maximum building height will be eight storeys.

c) Sites should be designed with pedestrian environments including enhanced street tree planting, enhanced landscaping, street furniture, public seating areas, and transit shelters.

d) Parks, open spaces and trail networks should be connected to Major Institutional Areas to enhance their attraction.

e) The internal road networks in Major Institutional Areas should be designed to separate pedestrian, cycling and transit access points from those streets used for truck traffic for goods movement.

f) Surface parking areas should be located in the rear and interior side yard.

g) Underground parking and structure parking, integrated into the building design is encouraged.

h) New Institutional lands will be in Urban Centres, or other areas with existing or planned *higher order transit* service.

i) Public squares, urban parks and other social spaces should be incorporated into new institutional uses in areas of high pedestrian activity, near transit stations and at focal points within the district.

22.10 Knowledge and Innovation Area Designation

Land designated Knowledge and Innovation Area are to be planned and developed for prestige uses, office and institutional development that support the knowledge-based sector and where leading-edge anchor institutions and companies cluster to create synergies.

22.10.1 Objectives

The planning objectives for the Knowledge and Innovation Area designation are as follows:

a) Recognize and reserve strategic locations and assign them priority for the clustering of higher density prestige office *development* in business park settings with excellent access to arterial roads and transit services;

b) Provide accommodation for businesses and higher order educational institutions seeking locations with other *compatible* land uses characterized by high quality site *development* and building forms;

c) Restrict *accessory uses* and *ancillary uses* to those that directly support the industrial uses of this designation;

d) Restrict the introduction of new *sensitive land uses* to minimize impacts on the viability of permitted uses; and,

e) Encourage building and site design that achieves climate change mitigation and adaptation objectives.

22.10.2 Permitted Uses

a) The following uses will be permitted within the Knowledge and Innovation Area designation:

i) business offices in stand-alone office buildings or as an *accessory use* to other permitted uses;

ii) hotels, which may include restaurants and banquet halls;

iii) trade and convention centres, which may include restaurants and banquet halls;

iv) research and *development* uses;

v) institutional uses, such as post-secondary facilities, university and government research stations/facilities and research-based medical facilities;

vi) a*ncillary uses* such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and daycares within the ground floor of a multi-storey office building; and,

vii) a*ncillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit ground-oriented building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the multi-unit building.

22.10.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Knowledge and Innovation Area designation:

i) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions that are not within the ground floor of office buildings.

22.10.4 Development Policies

a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.

b) Buildings will be located close to the street edge in attractively landscaped settings.

c) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

d) Public squares, urban parks and other social spaces should be incorporated into the site design of new uses located in areas of high pedestrian activity, near transit stations and at focal points.

e) Where appropriate, transit stops and stations should be integrated into the site design of large uses.

f) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

g) Building heights adjacent to residential areas will be reduced for compatibility purposes.

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23. EMPLOYMENT AREAS

Employment Areas are places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities. These areas are intended to provide industrial, business, manufacturing, warehousing, goods movement, associated retail and office, and ancillary activities, which will be the major source of employment opportunities in the Town. The *employment areas* permit a wide range of business and economic activities and are defined by three specific urban employment land use designations: Prestige Employment Area, General Employment Area, and Goods Movement District. The Employment land use designations intend to accommodate a diverse range of employment uses to achieve the employment forecast and to provide for *compatible* uses in appropriate locations with a variety of form, scale, and intensity of *development*.

23.1 General

23.1.1 The Town supports the *intensification* of existing *employment areas* with uses that are *compatible* with existing uses, and will:

a) Promote and facilitate opportunities for *redevelopment* and growth in existing *employment areas*;

b) Work with landowners to assess interest in developing the lands and assessing feasibility of *development*; and,

c) Explore *redevelopment* opportunities on brownfield industrial sites.

23.1.2 The *intensification* of employment uses with *compatible* employment uses is encouraged in particular to lands with existing or planned transit services.

23.1.3 *Buffering*, landscaping and strategic site design will be required to ensure visual and physical separation between employment uses and adjacent non-*employment areas* to maintain land use *compatibility*.

23.1.4 Within *employment areas* planned for industrial or manufacturing uses, residential uses and other *sensitive land uses* that are not ancillary to uses permitted in the *employment area* are prohibited. *Sensitive land uses* proposed adjacent to an *employment area* will require the completion of a land use compatibility assessment, in accordance with Provincial standards, to the satisfaction of the Town, to ensure that the use is appropriate, and the location and design of the use can minimize and

mitigate any *adverse effects* on the proposed *sensitive land use* and potential impacts to neighbouring industrial, manufacturing or other uses particularly vulnerable to encroachment.

23.1.5 Where avoidance is not possible, the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment will be protected by ensuring that the planning and *development* of any proposed adjacent *sensitive land uses* are only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

In addition to the above, on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.

23.1.6 The Town will establish detailed policies through the secondary planning process for sector targeted growth by:

a) identifying the Brampton-Caledon Airport and the lands surrounding it to protect its flight path and to attract the aerospace industry; and,

b) establishing mechanisms to promote the diversification of employment land *development* away from concentration of one use to create opportunities for a mix of sector investment and achieve employment targets.

23.1.7 E*mployment areas* will be developed in accordance with the Town's Growth Management and Phasing Plan, the provision of Regional services such as water, wastewater, and transportation, and based on availability of servicing capacity and budget allocation.

23.2 Retail Uses in Employment Areas

23.2.1 Retail uses providing services to workers may be permitted in *employment areas* subject to the following requirements:

a) have a gross leasable area of less than 1,000 square metres;

b) strategic and *accessible* locations in existing and future *employment areas*; and,

c) the use is associated with manufacturing uses, uses related to research and development in connection with manufacturing anything, and warehousing uses, including uses related to goods movement.

23.2.2 Retail uses associated with a primary business and economic activity may be permitted provided:

a) they are located on the periphery of *employment areas*;

b) a *buffer* to *sensitive land uses* is provided to maintain land use *compatibility*; and,

c) they are in close proximity to transit service.

23.2.3 Notwithstanding Policy 23.2.2, retail uses may be permitted within designated heritage buildings anywhere in an *employment area*, provided that the retail use is associated with a primary business and economic activity and appropriate *buffering* and access is provided, to support the *conservation* of built *cultural heritage resources*.

23.2.4 Retail uses in *employment areas* are prohibited except for retail uses associated with or ancillary to a permitted employment use in accordance with Policy 23.2.2.

23.3 Conversion of Employment Areas

23.3.1 The removal of lands from *employment areas* may only be considered where it has been demonstrated that:

a) There is an identified need for the removal.

b) The lands are not required over the long term for the employment use they were designated.

c) The Town will maintain sufficient employment land to accommodate projected employment growth to the horizon of this Plan.

d) The proposed uses would not negatively affect the overall viability of the *employment area* by avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses, and by maintaining access to major goods movement facilities and corridors; and,

e) There is existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses.

23.4 Future Strategic Employment Area

23.4.1 Future Strategic Employment Area is not a land use designation and confers no permitted uses. These lands are part of the Rural System unless otherwise noted.

23.4.2 The Town will identify and protect the Future Strategic Employment Area beyond the horizon of this Plan, for comprehensive study and assessment with respect to long-term planning for employment needs adjacent to or in the vicinity of future transportation *infrastructure.*

23.4.3 The Future Strategic Employment Area, as shown in Schedule B2, Growth Management, is strategically located in areas adjacent to or in the vicinity of future goods movement transportation corridors and transit *infrastructure.*

23.4.4 The Urban Boundary may only be expanded to include Future Strategic Employment Areas through an amendment to this Plan.

23.5 Accessory Outdoor Storage, Open Storage Uses, Contractors Yards, and Truck and Trailer Parking

23.5.1 Where the policies of this Plan permit *accessory* outdoor storage, open storage uses, contractors yards and truck and trailer parking within *employment areas*, the policies of this section apply.

23.5.2 Accessory Outdoor Storage

a) *Accessory* outdoor storage for the purposes of this policy is the outdoor storage of raw materials, finished materials and/or commodities that is *accessory* to the principal use of the property, with that principal use located within a building(s).

b) *Accessory* outdoor storage is not permitted in the front yard or exterior side yard of a lot that fronts on a Provincial highway, a Regional Road or a Town arterial road.

c) *Accessory* outdoor storage is permitted within the interior side and rear yard provided year-round screening is provided through the use of landscaping, berms and/or solid fencing.

d) Maximum heights for outdoor storage should be included within the implementing Zoning By-law.

23.5.3 Accessory Truck and Trailer Parking

Where the outdoor parking of trucks is required in conjunction with a permitted use that is conducted within a building, the parking of trucks is only permitted within the rear and interior side yards provided year-round screening is provided through the use of landscaping, berms and/or solid fencing. The outdoor parking of trucks is not permitted within a front or exterior side yard.

23.5.4 Open Storage Uses, Contractors Yards and Truck and Trailer Parking

a) The policies of this section apply to open storage uses, contractors yards and truck parking yards that are the principal use of a lot. In cases such as these, the use of the entire property for such uses is permitted provided year-round screening is provided on all lot lines through the use of landscaping, berms and/or solid fencing.

b) Maximum heights for open storage should be included within the implementing Zoning By-law.

23.6 New Employment Area

The Town Structure established in Chapter 3 of this Plan establishes a framework for where and how Caledon will grow to the year 2051. It is within the Urban System where the majority of new population and employment will be accommodated. This section establishes the planning designations for the New Employment Areas that will be applied through the preparation and adoption of secondary plans that are prepared in accordance with Part B of this Plan.

The New Employment Area designation identifies lands that will be developed for employment uses in the future. *Development* will not be permitted on these lands until a secondary plan is adopted and in-effect. Through the adoption of a secondary plan, land use designations will be applied to replace the New Employment Area designation.

23.6.1 Objective

The planning objective for the New Employment Area designation is to designate lands that will be developed for employment uses in the future. The lands will be redesignated to detailed land use designations only through the development of a secondary plan.

23.6.2 Permitted Uses in New Employment Areas prior to Secondary Plan adoption

a) The following uses may be permitted within the New Employment Area designation prior to the adoption of the required secondary plan:

i) uses that legally existed or were permitted by zoning at the time of approval of this Plan;

ii) minor expansions to uses that legally existed at the time of approval of this Plan; and,

iii) new *agricultural uses, agriculture-related uses* and *on-farm diversified uses*, subject to Minimum Distance Separation II policies, as identified by the Province.

23.6.3 Planning Designations

a) Within New Employment Areas, the Planning Designations will include:

i) Prestige Employment Area

ii) General Employment Area

iii) Goods Movement District

b) The Campbell's Cross Transition Area is an overlay designation within New Employment Areas. The Town will determine appropriate policies and mapping refinements to address the transition between the existing residential uses in Campbell's Cross and the New Employment Area through secondary planning. Notwithstanding the requirement for full municipal sewage and water services, lands designated as a New Employment Area may be permitted to develop for interim dry employment uses that do not require extension of municipal services or any significant new *infrastructure*, subject to approval of a temporary use by-law in conformity with Part G, Policy 25.1.11, Temporary Use By-laws. *Development* proposals for such employment uses will also demonstrate that:

i) the long-term *development* and servicing of the lands for more intensive planned permanent employment uses will not be precluded;

ii) the land use will not prevent the comprehensive *development* of the area and will not require the construction of new permanent buildings or structures;

iii) the *compatibility* of the land use with existing and future surrounding land uses;

iv) access to the lands is appropriate for the proposed land use;

v) the temporary use will not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities;

vi) the owner will execute an agreement recognizing the temporary nature of the approvals;

vii) landscaping, screening and quality urban design are implemented on site;

viii) servicing options have been evaluated and the evaluation has confirmed that extension of full municipal services is not required or immediately available to service the proposed *development*;

ix) the preferred servicing option is acceptable to the Region and Town, and will be financially feasible and *sustainable* for both;

x) when full municipal services are extended and made available, the *development*, at no cost to the Region or Town, will connect to the municipal water and wastewater servicing system on terms acceptable to the Region and Town;

xi) the objectives, targets, criteria, and recommendations of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022) including identification of a *natural heritage system* and *stormwater* management requirements have been addressed; and,

xii) environmental and *agricultural impact assessments*, and other land use *compatibility* evaluations have been completed and will be addressed in accordance with the policies of the Region of Peel Official Plan and this Plan.

23.7 Prestige Employment Area Designation

Land designated Prestige Employment Area are to be planned and developed for prestige industrial and associated office *development*, frequently in larger buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multi-unit buildings. It is the intent of this Plan that Prestige Employment Areas provide prime business locations that help attract new business and support the retention of existing businesses in Caledon.

The range of uses provided for is limited to prestige employment-type uses, and the *development* standards and criteria in this designation are intended to support consistent, high quality building and site design. The intended uses and large-scale *development* benefit from access to both major roads and transit routes. *Accessory uses* and *ancillary uses* will be strictly controlled and limited to those that support the primary industrial use.

23.7.1 Objectives

The planning objectives for the Prestige Employment Area designation are as follows:

a) provide accommodation in prime locations attractive to existing and future businesses seeking a setting with a specific range of *compatible* land uses characterized by high quality site *development* and building forms;

b) restrict *accessory uses* and *ancillary uses* to those that directly support the industrial uses of this designation;

c) restrict the introduction of new *sensitive land uses* to minimize impacts on the viability of permitted uses; and,

d) encourage building and site design achieves climate change mitigation and adaptation objectives.

23.7.2 Permitted Uses

a) The following uses may be permitted within the Prestige Employment Area designation:

   i) manufacturing, processing and warehousing with no *accessory* outside storage of goods or materials;

   ii) office *uses* associated with the uses mentioned in i); and,

   iii) *ancillary uses* within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.

b) Outdoor storage, goods movement and logistics will not be permitted.

23.7.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Prestige Employment Area designation:

i) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building; and,

ii) manufacturing, processing and warehousing with *accessory* outdoor storage.

23.7.4 Development Policies

a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.

b) Buildings should be located close to the street edge in attractively landscaped settings.

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard.

d) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

e) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

f) Building heights adjacent to residential areas will be reduced for *compatibility* purposes.

23.8 General Employment Area Designation

General Employment Areas are characterized by large properties developed with single and multi-unit buildings accommodating the industrial uses that are primary to the designation. The majority of buildings are single storey, reflecting the nature of operations undertaken by the businesses they house. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion to accommodate the particular requirements of industrial or warehousing activities or *accessory* office space.

23.8.1 Objectives

The planning objectives for the General Employment Area designation are as follows:

a) provide long-term and stable locations for manufacturing, processing and warehousing uses with good access to arterial roads, connections to 400 series highways, roadways suited to trucking and access to public transit;

b) maintain a supply of land suited to *development* of single and multi-unit building forms on large and small properties accommodating businesses in the industrial sector;

c) prohibit the introduction of new *sensitive land uses* which are not ancillary to the uses permitted in 23.8.2a) to minimize the impacts on the viability and continued operation of permitted industrial and warehouse uses;

d) accommodate the expansion and modernization of existing buildings to maintain the attractiveness and competitive advantage of the lands for the intended uses; and,

e) restrict *accessory uses* and *ancillary uses* to those that directly support the primary uses of this designation.

23.8.2 Permitted Uses

a) The following uses may be permitted within the General Employment Area designation:

   i) manufacturing, processing and warehousing with *accessory* outdoor storage; and,

   ii) business offices as an *accessory use* to other permitted uses mentioned in i).

b) Goods movement and logistics uses will not be permitted.

23.8.3 Discretionary Uses

a) The following discretionary uses may be permitted within the General Employment Area designation:

   i) container storage;

   ii) salvage and recycling operations;

iii) concrete batching plants and asphalt plants;

iv) open storage uses, contractors yards and truck parking uses where less than 10 percent of the lot area is the site of buildings or structures; and,

v) *ancillary uses* within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building.

23.8.4 Development Policies

a) Maximum heights for open storage should be included in the implementing zoning.

b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway.

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard or exterior side yard.

d) Outdoor storage associated with a permitted use will only be permitted in the interior and rear yards only.

23.9 Goods Movement District Designation

The Town recognizes the importance of the goods movement sector for e-commerce and other logistics requirements within the Town, Region and beyond. The Goods Movement District overlay allows for a coordinated approach to planning for goods movement, so that there are appropriate opportunities in strategic locations.

Through the preparation of the required secondary plans, a Goods Movement District designation may be applied as an overlay on top of the General Employment Area designation, which is to be informed by a Goods Movement and Logistics Land Use Strategy prepared by the Town. The overlay is intended to accommodate large-scale warehousing, goods movement and logistics uses including truck parking, container storage and other forms of outdoor storage.

23.9.1 Objectives

The planning objectives for the Goods Movement District designation are as follows:

a) determine the location and extent of the district through the Goods Movement and Logistics Land Use Strategy, to be completed by the Town;

b) provide long-term and stable locations for large-scale warehousing, goods movement and logistics uses;

c) Prohibit the introduction of new *sensitive land uses* which are not ancillary to the uses permitted in 23.9.2 a) to minimize the impacts on the viability and continued operation of permitted uses;

d) restrict *accessory uses* and *ancillary uses* to those that directly support the primary uses of this designation; and,

e) provide appropriate *buffers* from sensitive uses, roads and uses outside of the overlay area.

23.9.2 Permitted Uses

a) The following uses may be permitted within the Goods Movement District designation:

i) all uses permitted under the General Employment Area designation;

ii) large-scale warehousing, goods movement and logistics uses; and,

iii) open storage, including the storage of containers and truck storage.

23.9.3 Development Policies

a) Maximum heights for open storage should be included in the implementing zoning.

b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway;

c) Truck and trailer parking associated with a permitted use in a Goods Movement District designation will be screened from surrounding roadways and lands in other land use designations with high quality landscaping, fencing, berming, etc.

d) Maximum heights should be included within the implementing Zoning By-law;

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24. OFFICIAL PLAN AMENDMENTS

Further to Part A, Section 1.7, Changes to the Future Caledon Official Plan, the following policies apply to official plan amendments, including official plan amendments to incorporate secondary plans into this Plan.

All official plan amendments are subject to the administrative, notice and public engagement requirements of the *Planning Act* and this Plan.

24.1 General

24.1.1 Subject to the guidance provided in Part A, Section 1.4, How to Read this Plan, changes to the text, tables, and numbered figures in Parts A through H of this Plan, or to the accompanying schedules, will require an amendment to the Plan. As indicated in Section 1.4, changes to the foreword, attached figures (maps), cover, title page, tables of contents, photographs, unnumbered illustrations, graphic design elements, blank pages and hyperlinks would not require an official plan amendment.

24.1.2 Amendments to this Plan will be considered in accordance with the provisions of the *Planning Act*, Provincial plans and policies, the Region of Peel Official Plan to the extent it may still apply, and this Plan, including the pre-consultation and complete application requirements.

24.1.3 An official plan amendment to allow a *settlement area* boundary expansion may only be considered in accordance with Part B, Section 4.5, Settlement Area Boundary Expansions, of this Plan.

24.1.4 The Town may initiate an amendment to this Plan to implement:

a) the recommendations of an official plan review;

b) the recommendations of a land use study or policy review;

c) a secondary plan;

d) changes to Provincial legislation, plans or policies; and,

e) direction from Council.

24.1.5 The Town may also undertake periodic housekeeping amendments to this Plan to:

a) correct minor technical, clerical, grammatical or typographical errors;

b) change punctuation or format; and,

c) delete obsolete provisions or replace obsolete terminology.

24.1.6 Within one year from the date of Provincial approval of a primary or secondary *major transit station area* boundary delineation, the Town will establish policies for the *major transit station area* in a manner that addresses the requirements set out in the Region of Peel Official Plan.

24.2 Site-specific Official Plan Amendments

24.2.1 The Town will evaluate site-specific amendments to this Plan within the context of the vision, guiding principles, town structure and policies set out in this Plan.

24.2.2 Where the policies of this Plan require *development* to occur in accordance with an adopted and in-effect secondary plan, a site-specific official plan amendment to allow *development* may only be considered following or concurrent with the adoption of the area secondary plan.

24.2.3 A site-specific official plan amendment should not result in a significant reduction in the number of residents and jobs that could be accommodated on a site based on the policies of this Plan.

24.3 Secondary Plans

24.3.1 An official plan amendment to implement a new secondary plan will be prepared in accordance with the policies and requirements of this Plan, including the direction provided in Chapter 21, Planning the Urban System, Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements.

24.3.2 Further to Policy 24.3.1, each secondary plan will be based on the following supporting studies and technical analysis prepared to the satisfaction of the Town in accordance with applicable terms of reference:

a) a local *subwatershed* study, or equivalent study, prepared in accordance with Part D, Section 13.9, Natural Environment System in New Community Areas and New Employment Areas;

b) an *agricultural impact assessment*, if the secondary plan area abuts or is adjacent to *prime agricultural areas* outside the *settlement area*, that:

i) is prepared in accordance with terms of reference prepared to the satisfaction of the Town;

ii) provides a further detailed evaluation of potential impacts of non-agricultural *development* on the *agricultural system*, including agricultural operations and provides recommendations to avoid, minimize and/or mitigate *adverse effects*;

iii) recommends policies to be incorporated into the secondary plan, as appropriate, that:

- provide for staging and sequencing within the secondary plan so that an orderly transition from agriculture is achieved and *agricultural uses* and *agriculture-related uses* continue for as long as practical in the *designated growth area*;
- require the implementation of mitigation in the secondary plan where *agricultural uses* and non-agricultural uses interface with emphasis on minimizing impacts to the *agricultural system* and adjacent agricultural operations that are located outside of the *designated growth area* in the Greenbelt Plan Area;
- address compatible/less sensitive land uses and edge planning, including buffering and landscaping where urban and *agricultural uses* interface to the extent feasible and having regard for the *agricultural system*, the nature and type of the agricultural operation and sensitivity of proposed land uses; and,
- prohibit *development* in any required Provincial minimum distance separation setback (the Setback Area) for as long as the livestock and manure storage facilities that are creating the Setback Area are present;

c) a mobility plan/transportation study that provides details about the anticipated impact of the proposed secondary plan on the existing *multimodal transportation system*, including any transportation impacts on rural *settlements*, and recommends:

i) a more defined external and internal multimodal transportation network, including a transit network, that meets the requirements of the Region of Peel Official Plan and Transportation Master Plan, this Plan and the Town Transportation Master Plan and Active Transportation Master Plan, and all applicable guidelines and standards;

ii) transportation *infrastructure* improvements, and missing links for all modes of transportation, beyond those identified in the Region of Peel and Town Transportation Master Plans and construction programs;

iii) *development* phasing based on the proposed, planned and scheduled transportation *infrastructure* improvements;

iv) high level *transit-supportive* measures and parking policies to support the achievement of the Town's modal split targets and reduced single-occupant vehicle trips;

v) a detailed implementation plan to achieve *complete community* building objectives, including policies and schedules to be incorporated into the secondary plan to provide direction for implementing plans of subdivision and site plans;

d) a community energy and emissions reduction plan for the secondary plan area to:

i) address the feasibility, planning and implementation requirements to achieve net zero carbon emissions and net zero annual energy usage;

ii) address the feasibility of implementing alternative and *renewable energy systems* including district energy systems, fuel switching from gas and other fossil fuels, and renewable and distributed energy systems;

iii) address the legal, financing, technical and regulatory requirements necessary to facilitate the implementation of alternative and *renewable energy systems;*

iv) provide a strategy and policy direction to implement electric vehicle charging *infrastructure*;

v) recommend policies to be incorporated into the secondary plan, as appropriate;

e) a climate change adaptation plan for the secondary plan area to:

i) address the feasibility, planning and implementation requirements relating to the risk and vulnerability to property, *infrastructure*, public health, natural heritage and water resources systems due to changing climate conditions;

ii) provide a strategy and policy direction to implement recommendations that reduce community and environmental vulnerability to changing climate conditions including severe weather, increasing temperature and climate shifts; and,

iii) recommend policies to be incorporated into the secondary plan, as appropriate;

f) a phasing plan that recommends how the secondary plan area will be phased in a logical manner to the satisfaction of the Region of Peel and in accordance with Regional requirements and approved master plans, with respect to the feasibility and capacity of public *infrastructure* required for *development*;

g) a *housing assessment*, if the proposed secondary plan is within a New Community Area;

h) a healthy *development* assessment, prepared in accordance with the Healthy Development Framework in the Region of Peel Official Plan, that recommends objectives and policies to be incorporated into the secondary plan, and the results of which are reported to Council;

i) a *cultural heritage* impact assessment, if applicable;

j) a fiscal impact study;

k) a parks plan for the secondary plan area;

l) an aggregate resource impact assessment (ARIA), if the proposed secondary plan is within any High Potential Mineral Aggregate Resource Areas (HPMARA) or on *adjacent lands* to HPMARA as defined by the Province, that:

    i) is prepared in accordance with terms of reference prepared to the satisfaction of the Region, in consultation with relevant agencies;

    ii) evaluates potential impacts of *development* on future potential aggregate resources operations adjacent to the *designated growth area* outside of the *settlement area*;

    iii) considers any relevant Provincial policies in effect;

    iv) recommends measures to avoid, minimize and/or mitigate adverse impacts of *development* on the HPMARA or aggregate operations; and,

    v) recommends policies to be incorporated into the secondary plan, as appropriate; and,

m) for the Campbell's Cross Transition Area overlay designation identified on Schedule F1, Urban System, recommendations for transition from employment uses to the Campbell's Cross *settlement area*, which is primarily residential.

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25. IMPLEMENTATION TOOLS

This chapter establishes and describes the primary tools available to implement this Plan.

25.1 Zoning By-laws

25.1.1 Zoning by-laws will be used to implement the objectives and policies of this Plan by regulating the use of land, buildings and structures in accordance with the provisions of the *Planning Act*.

25.1.2 The Town's zoning by-laws do not apply to lands subject to the Niagara Escarpment Plan's Area of Development Control. For such lands, the policies of this Plan will be implemented through the Niagara Escarpment Commission's *development* permit process, as appropriate.

25.1.3 Zoning by-laws may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the zoning by-law in all locations.

25.1.4 Zoning by-laws and zoning by-law amendments will be considered in accordance with the provisions of the *Planning Act* and this Plan, including the pre-consultation and complete application requirements.

25.1.5 No zoning by-law or zoning by-law amendment will be approved that would preclude meeting the minimum *intensification* targets or minimum densities set out in this Plan.

25.1.6 The Town may, in a zoning by-law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions on the use, erection or location.

25.1.7 Council may, in a by-law, delegate the approval of minor zoning by-laws (e.g., to remove a holding symbol "H" or correct typographical errors) to the Town's Chief Planner or a designate, in accordance with the provisions of the *Planning Act*.

25.1.8 The Town's Comprehensive Zoning By-law will be updated within one year from the date of Provincial approval of a primary or secondary *major transit station area* policies described in subsection 16(21) of the *Planning Act*.

25.1.9 Non-conforming Uses

a) The use of land, a building or a structure that does not comply with a zoning by-law but lawfully existed prior to the approval of the zoning by-law will be recognized as a non-conforming use in accordance with the *Planning Act*. If such non-conforming use cease, then the rights derived from the non-conforming use will terminate.

b) The Town may authorize the expansion or enlargement of a non-conforming use or a change to a non-conforming use in accordance with the *Planning Act.*

c) The Town may acquire:

   i) any land, building or structure used or erected for a purpose that does not conform with the Zoning By-law; and,

   ii) any vacant land having a frontage or depth less than the minimum established by the Zoning By-law for the erection of a building or structure in the defined area in which such land is situate.

d) Further to subsection c), above, the Town may dispose of any such land, building or structure or may exchange any such land for other land within the municipality.

25.1.10 Holding Provisions

a) The Town may, in a zoning by-law, affix a holding symbol "H" in conjunction with any zoning category to specify the future use to which lands, buildings or structures may be put once specified *development* requirements have been satisfied and the holding symbol is removed by amendment to the zoning by-law.

b) A site-specific holding provision will be used to:

   i) ensure that certain conditions, studies or requirements related to a proposed zoning change are met;

   ii) achieve orderly staging of *development* or *redevelopment*, in accordance with municipal and Provincial policies;

   iii) ensure that adequate *infrastructure* and *community facilities* are, or will be, available in accordance with municipal standards;

iv) adopt measures to mitigate *negative impacts* resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;

v) satisfy policies of this Plan related to heritage *conservation*, site plan control, potentially contaminated sites, protection of the natural environment, community improvement and any other planning matters determined to be relevant to the *development* of the lands;

vi) ensure the execution of legal agreements, approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy any of the criteria set out above.

c) Until such time as a by-law is enacted to remove a holding symbol "H", the zoning by-law may permit either the continuation of the existing use or a temporary use that will not jeopardize the future use, in accordance with the standards set out in the by-law.

25.1.11 Temporary Use By-laws

a) The Town may, in a zoning by-law, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the zoning by-law for renewable periods up to three years. A temporary use by-law will only be enacted where it has been deemed that the use is appropriate in the short-term and would not hinder the eventual planned use of the land.

b) In considering the enactment of a temporary use by-law, Council will be satisfied that the proposed temporary use:

i) is in general conformity with the intent and policies of this Plan;

ii) is *compatible* with adjacent lands uses;

iii) is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires;

iv) avoids, mitigates or minimizes *adverse effects* or *negative impacts* on the Natural Environmental System;

v) has sufficient services such as water, sewage disposal and roads; and,

vi) does not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities.

c) No new buildings or expansions to buildings, except for temporary or moveable structures, should be permitted on land subject to a temporary use by-law.

25.1.12 Inclusionary Zoning

a) The Town may, in a zoning by-law, after the preparation of a housing assessment in accordance with subsection b), require that affordable housing units be provided as part of a *development* within a *major transit station area,* or within a community planning permit system area.

b) The Town will work with the Region of Peel to prepare a *housing assessment*, in accordance with the *Planning Act*, to:

i) determine the feasibility and applicability of *inclusionary zoning* in Caledon; and,

ii) inform an amendment to this Plan to establish policies to authorize *inclusionary zoning*.

25.2 Interim Control By-laws

25.2.1 Council may enact an interim control by-law in accordance with the *Planning Act* to restrict the use of land, buildings or structures within a defined area where *development* pressures warrant the review or study of land use policies and zoning provisions. This restriction may only be imposed for one year, with a maximum extension of one additional year.

25.2.2 The Town should complete the review or study enabled by the enactment of the interim control by-law so that any recommended amendments to this Plan and the zoning by-law may be approved by Council prior to the expiry of the interim control by-law.

25.2.3 Uses legally existing prior to the enactment of an interim control by-law will be permitted, consistent with the provisions of the *Planning Act*.

25.3 Minister's Zoning Orders

25.3.1 Council may request that the Minister of Municipal Affairs and Housing make an order for expedited zoning, in accordance with the *Planning Act*, to regulate the use of certain land, buildings or structures in the Town outside of the Greenbelt Area. Such an order provides an exemption from other planning-related approvals and should

only be requested by Council to facilitate a priority project or *development* in exceptional circumstances.

25.4 Committee of Adjustment

25.4.1 The Town will appoint a Committee of Adjustment, under the authority of the *Planning Act*, to hold public hearings and make decisions on applications for minor variances to the Town's zoning by-laws, consents for land severance and changes to non-conforming uses.

25.4.2 Minor Variances

a) Minor variances to the requirements of the Town's zoning by-laws will be considered in accordance with the provisions of the *Planning Act* and this Plan.

b) The Committee of Adjustment may attach such conditions as it considers advisable to the approval of an application for a minor variance.

25.4.3 Consents to Sever Land

a) Consents may be permitted for the creation of a new lot, boundary adjustments, rights-of-way, easements, long-term leases and to convey additional lands to an abutting lot, provided an undersized lot is not created.

b) Consents will be considered in accordance with the provisions of the *Planning Act*, Provincial plans and policies, the Region of Peel Official Plan, this Plan and the zoning by-law.

c) Council may, in a by-law, delegate the approval of certain types of consent to staff, as authorized by the *Planning Act.*

d) Applications for consent to create new lots should only be approved where:

i) a plan of subdivision is not necessary to implement the objectives and policies of this Plan;

ii) the proposed lots and uses conform with the policies of this Plan;

iii) the proposed lots and uses comply with the requirements of the zoning by-law, including any variances that may be granted;

iv) the sizes and shapes of the proposed lots are appropriate for the proposed use(s) and placement of buildings, and *compatible* with adjacent lots;

v) the proposed lots will have frontage on a public street and have access permitted by the Town, Region of Peel and/or Ministry of Transportation, as required, that will not result in traffic hazards;

vi) the proposed lots can be adequately and safely serviced by municipal or private water, wastewater and storm drainage facilities;

vii) only a minor extension, improvement or assumption of municipal services is required;

viii) the proposed lots will not restrict the ultimate *development* of *adjacent lands*;

ix) existing and planned *infrastructure* corridors, rights-of-way and facilities will be protected and adequately *buffered* from *sensitive land uses* in accordance with the policies of this Plan; and,

x) the consent conforms with all relevant policies of this Plan and any applicable Provincial plan.

e) The Committee of Adjustment may approve a consent to sever lands to be conveyed to a public authority or non-governmental *conservation* organization for natural heritage *conservation* purposes if:

i) the fragmentation of natural features and areas will be avoided;

ii) a new lot will not be created in the *Prime Agricultural Area*, which would permit an *additional residential unit*or additional non-farm *development* beyond that permitted on the original lot prior to the consent;

iii) where deemed necessary, a restrictive covenant or *conservation* easement is registered on the title of the land to be conveyed for *conservation* purposes to prohibit *development* for non-conservation uses in perpetuity; and,

iv) in circumstances where a lot severance requires a variance to the minimum lot standards of the zoning by-law, the Committee is satisfied there is a sufficient area on both the severed and retained lots to accommodate proposed uses.

f) The Committee of Adjustment will apply conditions to the approval of a consent to sever land as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application.

g) The Committee of Adjustment may grant consent for a lot line adjustment if the adjustment:

i) is for legal or technical reasons;

ii) is minor in nature; and,

iii) would not result in the creation of an additional lot.

h) An application for consent for a lot line adjustment within the Oak Ridges Moraine Conservation Plan area should include documentation that the proposed severance conforms with the requirements of that Plan.

25.4.4 Changes to Non-conforming Uses

a) The Committee of Adjustment may authorize the expansion or enlargement of a non-conforming use or a change to a non-conforming use in accordance with the *Planning Act*.

25.5 Plans of Subdivision, Plans of Condominium and Part Lot Control

25.5.1 The entire Plan area will be subject to subdivision control and part lot control, pursuant to the *Planning Act*.

25.5.2 Development in urban areas should take place in accordance with comprehensively designed registered plans of subdivision.

25.5.3 In considering a draft plan of subdivision or condominium, the Town will have regard for:

a) Provincial legislation, including the criteria identified in the *Planning Act*;

b) Provincial policies, plans and guidelines;

c) whether the proposed plan conforms to the policies of this Plan, including the associated secondary plan;

d) the associated tertiary plan, where applicable; and,

e) whether the proposed plan can be provided with adequate *infrastructure* services, amenities and community facilities and services as required by this Plan.

25.5.4 A proposed plan of subdivision will be required to indicate the proposed use(s) for each block, lot, and parcel of land, and well as the existing and/or proposed uses on *adjacent lands*.

25.5.5 The Town will apply conditions to the approval of a plan of subdivision or plan of condominium as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application.

25.5.6 The Town will use the provisions of the *Planning Act* relating to subdivision control, including subdivision and condominium *development* agreements, to ensure that the land use designations and policies of this Plan are complied with and that standards for community design are maintained.

a) Subdivision and condominium *development* agreements will ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the Town, the Region of Peel, and other agencies.

b) The proponent will be required to post security with the Town to ensure the conditions of the subdivision or condominium *development* agreement are fulfilled.

25.5.7 Landowner Group Agreements

a) For a draft plan of subdivision, the Town may require a comprehensive landowner group agreement that sets outs the financial requirements for growth-related *infrastructure* and *community facilities* among participating landowners. The agreement will be regarding, but not limited to, fair and equitable cost-sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services, including any front-ending costs where applicable.

b) A landowner agreement is also required to include a provision for additional, previously non-participating, landowners to join the landowner group agreement when they wish to develop their lands.

c) As a condition of draft approval, the trustee of a landowner group will be required to provide proof of a landowner group agreement between all participating landowners to the satisfaction of the Town prior to final approval.

25.5.8 Exemption from Part Lot Control

a) The Town may, in a by-law, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots or blocks.

b) By-laws to exempt lands from part lot control will be limited to a period of not more than three years.

25.6 Community Planning Permits (Development Permits)

25.6.1 Certain types of *development* within the Niagara Escarpment Plan's Area of Development Control will require a Niagara Escarpment Commission *development* permit in accordance with Ontario Regulation 826/90.

25.6.2 The Town may, in a by-law, designate one or more community planning permit areas pursuant to the provisions of the *Planning Act*, subject to compliance with applicable regulations. Such a by-law will set out:

a) detailed *development* standards for all lands within the community planning permit area in conformity with the policies of this Plan;

b) the scope of any delegated authority;

c) community planning permit application submission requirements; and,

d) community planning permit application review procedures, including evaluation criteria.

25.6.3 Upon authorization of a community planning permit system, the Town may implement this Plan, as it applies to the designated community planning permit area(s), through a community planning permit regime that is separate from or supplemental to the other implementation tools described in this Plan.

a) An official plan amendment will be required to identify a community planning permit system area subject to a community planning permit by-law. The official plan amendment must:

i) identify the area to which the community planning permit system applies;

ii) set out the scope of any delegated authority;

iii) for each proposed development area identified under i):

- contain a statement of the goals, objectives and policies of the community planning permit area;
- set out the types of criteria that may be included in the community planning permit by-law for determining permitted land uses and development types; and,

- set out the types of conditions that may be included in in the community planning permit by-law, in accordance with the goals, objectives and policies of the community planning permit area.

b) Within a community planning permit area for which a community planning permit by-law has been enacted:

i) neither the Town's Zoning by-law nor site plan control will apply;

ii) land uses and *development* must comply with the permitted uses, standards and criteria set out in a community planning permit unless the proposed land uses or *development* is expressly exempted from a permit as indicated in the community planning permit by-law;

iii) an owner may be required to enter into, and register on title, an agreement to address some or all conditions of a community planning permit approval;

iv) an owner may be required to provide financial security to ensure the satisfaction of any condition of a community planning permit approval.

25.6.4 Proposed amendments to a community planning permit by-law must be:

a) considered in the context of the planned vision for all lands within the area subject to the by-law; and,

b) supported by a comprehensive planning rationale, including studies as identified by the Town and community engagement program.

25.7 Site Plan Control

25.7.1 All lands within the Town of Caledon will be subject to site plan control and designated as a site plan control area. The intent of site plan control is to ensure well-designed *development* that fits in with surrounding uses and minimizes any *negative impacts*.

25.7.2 The Town will, in a by-law, identify specific types of *development* subject to site plan control, in accordance with the provisions of the *Planning Act* and its regulations and the Provincial plans. The site plan control by-law may also deem specific areas or types of *development* to be exempt from site plan control.

25.7.3 Council will, in a by-law, delegate the approval of site plans for certain types of *development* to staff, as authorized by the *Planning Act*.

25.7.4 The Town will establish policies, in this Plan and its secondary plans, to address site plan matters including access for pedestrians and vehicles, walkways, parking areas, landscaping, exterior lighting, waste facilities, and drainage.

25.7.5 The Town will establish design guidelines, to be approved by Council, to provide additional direction on site plan matters. Further guidance about design guidelines is provided in Section 27.4, Implementing Design Excellence.

25.7.6 Site plans should be consistent with all applicable Council-approved design guidelines.

25.7.7 The Town will apply conditions to the approval of a site plan as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application. Such conditions may require the owner to enter into an agreement or provide an agreement of undertaking with the Town.

25.7.8 Site plan applications for proposed new multi-unit residential or mixed-use buildings may be required to include drawings to demonstrate that the massing and conceptual design of the buildings(s) and site address any on-site or adjacent natural features, and adjacent buildings, streets, and public areas, in accordance with the policies of this Plan.

25.8 Tree Protection

25.8.1 The Town will exercise the powers and apply the tools provided by legislation to implement and enforce its policies to protect and enhance the *urban forest* and *woodlands*, particularly the *Municipal Act, 2001*, and the *Planning Act*.

25.8.2 The Town may enact a private tree protection by-law in accordance with the provisions of the *Municipal Act, 2001*, to supplement its existing *woodland conservation* by-law, as amended.

25.8.3 The Town will require a proponent of *development* or *site alteration* to submit an arborist report and/or tree assessment and preservation plan that demonstrates how impacts to on-site and surrounding trees will be mitigated or minimized. Where impacts cannot be avoided, the Town may require tree replacements or a cash-in-lieu payment to the Town as a condition of any approval, authorization or permit to remove trees.

25.8.4 To ensure the long-term viability of trees planted as part of approved *development*, the Town will require appropriate tree species, soil volume, drainage, and technology through by-laws, site plan control, landscape standards, and *Green Development Standards*.

25.8.5 Planning and *development* approvals should prioritize the retention and protection of large, healthy trees over replacement tree plantings and/or compensation.

25.8.6 The Town will encourage the planting of native tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration.

25.8.7 The Town will develop guidelines for tree assessment and preservation plans to minimize impacts to trees on private land.

25.9 Maintenance and Occupancy Standards

25.9.1 The Town may prescribe maintenance standards of occupancy for all types of property through a property standards by-law enacted in accordance with the provisions of the *Building Code Act*. Such a by-law would help to ensure a reasonable standard of building, yard, and property maintenance by addressing matters such as unsafe structures, and unsafe and/or unsightly conditions.

25.10 Demolition Control

25.10.1 The Town may enact a demolition control by-law to establish areas of demolition control in accordance with the provisions of the *Planning Act*.

25.10.2 Applications to demolish heritage buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

26. LAND ACQUISITION, ACCESS, CONVEYANCE AND DISPOSITION

To support the implementation of the vision, guiding principles and policies of this Plan, the Town will need to acquire, convey and dispose of certain lands, as well as grant access to certain Town-owned lands through easements or access agreements.

26.1 General

26.1.1 The Town may acquire, hold and dispose of land through purchase, expropriation, dedication, land exchange, or other means, and may use such land for municipal uses, facilities, operations and *infrastructure* in accordance with the *Municipal Act* and *Planning Act.*

26.1.2 Lands to be conveyed to the Town will be required to be in a condition acceptable to the Town and have suitable access.

26.1.3 Prior to the conveyance of any lands to the Town or a public authority, the Town will require the landowner to provide:

a) the appropriate level of environmental site assessment as required by the Province for the proposed use; and,

b) a Provincial record of site condition.

26.1.4 The Town may enter into easements or municipal access agreements for the use of public rights-of-way for the construction, maintenance, and operation of utilities including broadband *infrastructure*, district energy thermal networks and other low carbon energy systems.

26.2 Parkland

26.2.1 The planning objective for parkland is to maintain a minimum of 2.7 hectares of active parkland for every 1,000 residents. The Town will designate and identify lands for new parks through secondary plans and *development* application approvals, and reduce identified parkland deficiencies, where feasible, in accordance with the Town's Parks Plan.

26.2.2 The Town may secure lands for park purposes through purchase, lease, donation, bequest, expropriation, or through parkland dedication pursuant to the *Planning Act*.

26.2.3 Parkland Dedication By-law

a) The Town will, through its parkland dedication by-law, require the conveyance of land to the Town for park or other recreational purposes as a condition of *development*, consent or the subdivision of land in accordance with the provisions of the *Planning Act*.

b) The parkland dedication by-law will include provisions for reductions or exemptions from parkland dedication requirements in accordance with the *Planning Act* to support the achievement of Provincial policy objectives such as increasing the supply of affordable and *attainable residential units*.

26.2.4 Cash-in-lieu of Parkland Conveyance

a) The Town may require payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) in the following circumstances:

i) where the application of the rate of parkland required to be conveyed would render the remaining portion of the *development* site unsuitable or impractical for *development*;

ii) where the amount of parkland would be insufficient to accommodate the *development* of a desirable range of recreation facilities;

iii) where existing municipal parkland is available in sufficient quantity and quality to accommodate further *development* in an area;

iv) where more suitable parcels of land are available for municipal park purposes; and,

v) under other circumstances identified by Council.

b) The Town will place money paid in lieu of parkland conveyance in a park reserve fund to be expended based on priorities determined by the Town in accordance with the provisions of the *Planning Act*.

26.2.5 The Town will not accept the following as part of a parkland conveyance:

a) Natural Environment System lands including but not limited to lands designated Natural Features and Areas, valley lands, *wetlands* and natural ponds;

b) *hazardous lands*;

c) lands required for drainage purposes or *stormwater* management;

d) lands susceptible to major flooding, poor drainage or erosion;

e) connecting walkways;

f) utility corridors;

g) lands encumbered by Provincial setbacks, restriction and/or requirements associated with adjacent Provincial highway corridors;

h) lands encumbered by the protected Highway 413 Transportation Corridor;

i) lands encumbered by Federal setbacks, restrictions and/or requirements associated with adjacent Federally regulated *infrastructure*, such as railways and pipelines; and,

j) other lands unsuitable for *development* or *redevelopment*.

26.2.6 Where the Town has agreed, or is required by legislation, to include certain lands to be held in private ownership as part of a parkland contribution calculation, the Town and landowner will enter into an agreement to be registered on title to ensure permanent, year-round, public access and address matters including but not limited to safety, maintenance, and liability.

26.2.7 The Town will require that lands to be conveyed as parkland:

a) satisfy the *development* criteria for the type of park(s) proposed;

b) are in a condition suitable for parkland *development* in accordance with the standards of the Town;

26.2.8 Park blocks should have a minimum street frontage of 50 metres, or 1 metre per 100 square metres of park space, whichever is greater.

26.3 Cultural Heritage Resources

26.3.1 The Town may participate in the management of *cultural heritage resources* through acquisition, disposition, purchase, lease, donation or other forms of involvement that will result in the sensitive *conservation* of those resources.

26.3.2 Where the Town has agreed to accept lands for parkland purposes that include a *cultural heritage resource*, the land area required to support the *conservation* of the

cultural heritage value and interest of the *cultural heritage resource* will be defined and delineated to the satisfaction of the Town and conveyed in addition to the required parkland conveyance.

26.3.3 The Town may pass by-laws for entering into easements or covenants with owners of property of cultural heritage value or interest for the purpose of *conservation*.

26.4 Hazardous Lands and Natural Environment Areas

26.4.1 Where *hazardous lands*, open space land and lands designated Natural Environment Area are privately owned, this Plan does not imply that such land is open to the public, nor is it implied that there is a commitment by the Town or any other public authority to purchase the lands.

26.4.2 The Town recognizes that public acquisition of *hazardous lands*, open space land and lands designated Natural Environment Area improves opportunities for *conservation*, protection, enhancement, and stewardship of natural features and areas and the mitigation and management of *natural hazards*.

26.4.3 The Town will require the conveyance of *hazardous lands*, open space lands and lands designated Natural Environmental Area through the *development* process as permitted by the *Planning Act* and in accordance with the policies of this Plan. For the purposes of this policy, *development* will not include:

a) the enlargement or modification of an existing building or structure; or,

b) the replacement of an existing building or structure with another building or structure on the same lot for the same use.

26.4.4 Notwithstanding Policy 25.4.3, in the case of a consent to sever lands that include a minor valley or tributary, the Town will only seek acquisition of the minor valley or tributary if it:

a) logically extends or connects to lands within the Natural Environment Area designation, which have been, or may potentially be secured by the Town; or,

b) the installation of, or access to, public works is proposed.

26.4.5 Where public ownership cannot be achieved through conveyance, the Town may secure the long-term protection of *hazardous lands*, open space lands, and lands designated Natural Environment Area through other means including easement

agreements, land exchange, long-term lease, land trusts, land protection through the planning process.

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27. DEVELOPMENT APPLICATION REQUIREMENTS

For the purposes of this Plan, the term "*development* application" will be interpreted to include applications made pursuant to the *Planning Act*. This chapter sets out pre-consultation requirements, complete application requirements and policies to support design excellence.

27.1 Pre-consultation

27.1.1 Development proponents are encouraged to consult with Town planning staff prior to the submission of any *development* application.

27.1.2 Proponents of an official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium or site plan are encouraged to request a Pre-application Review Committee (PARC) meeting to review complete application requirements with Town staff.

27.1.3 Proponents are encouraged to consult with other relevant regulatory agencies prior to a Pre-application Review Committee (PARC) meeting about their *development* proposal.

27.1.4 The Town will work with applicable regulatory agencies, such as the Region of Peel and Conservation Authorities, to maintain a coordinated and streamlined pre-consultation process.

27.1.5 Within areas subject to the Niagara Escarpment Plan, applicants are encouraged to consult with the Niagara Escarpment Commission (NEC) to discuss permitted uses, *development* criteria and submission requirements prior to making an application to the NEC.

27.2 Complete Application Requirements

27.2.1 All information and material required by the *Planning Act* and applicable regulations will be submitted as part of a complete application for an official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, consent, or minor variance.

27.2.2 Further to Policy 27.2.1, and unless an exemption is granted by the Town under Policy 27.2.5, the following studies, information and materials will be submitted as part of a complete application for an official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, consent, or minor variance, in accordance with the Town's Digital Submission Standards:

a) Application Form and Fee

i) application form

ii) application fee, in accordance with the Town's Fee By-law, as amended from time to time, and in effect at the time of application submission

b) Plans, Amendments and Schedules

i) draft official plan amendment

ii) draft zoning by-law amendment and schedule

iii) draft plan of subdivision

iv) draft plan condominium

v) site plan

vi) scalable concept plan

vii) survey plan

viii) draft reference plan

c) Planning

i) *accessibility* plan

ii) aggregate resource impact study

iii) *agricultural impact assessment*

iv) air quality assessment

v) air photo enlargement

vi) tertiary plan

vii) commercial impact study

viii) cover letter

ix) environmental summary map

x) fiscal impact study

xi) healthy *development* assessment in accordance with the Healthy Development Framework in the Region of Peel Official Plan, with the results reported to Council

xii) housing distribution analysis

xiii) Indigenous engagement summary/form and written confirmation that meaningful consultation has occurred with Indigenous communities.

xiv) landform conservation plan

xv) neighbourhood concept plan

xvi) Niagara Escarpment Commission development permit

xvii) Oak Ridges Moraine Conservation Plan conformity statement

xviii) Ontario Building Code data matrix

xix) Property identification numbers (PIN), abstract/parcel register (OnLand property search), easements, ownership

xx) planning justification report

xxi) public engagement summary and written confirmation that meaningful consultation has occurred with the public

xxii) *rehabilitation* plan

xxiii) response matrix, responding to all comments provided

xxiv) *sustainable* community brief

xxv) *Green Development Standards* checklist/materials

xxvi) topographic map

xxvii) topographic survey

xxviii) waste management plan

xxix) zoning by-law matrix

d) Planning - Written Confirmation Items

i) written confirmation of the satisfactory completion of a Pre-application Review Committee meeting, where such meeting and form has not expired

ii) written confirmation of the satisfactory completion of the pre-consultation/Development Application Review Team review requirements

iii) written confirmation of a Regional official plan amendment being in full force and effect, or an amendment not being required for the proposed *development*

iv) written confirmation that the *development* is in conformity with the Town's Growth Management and Phasing Plan

v) written confirmation of a secondary plan being in full force and effect

vi) written confirmation of a tertiary plan being complete, to the satisfaction of the Town, or not being required

vii) written confirmation of an official plan amendment being in full force and effect, or an amendment not being required

viii) written confirmation of any and all approvals from the Niagara Escarpment Commission

ix) written confirmation of a zoning by-law amendment being in full force and effect, or an amendment not being required

x) written confirmation of a draft plan of subdivision having been registered, or one not being required

xi) written confirmation of a draft plan of condominium having been registered, or one not being required

xii) written confirmation of a site plan application having received final site plan Approval, or one not being required

xiii) written confirmation of the completion of a design charette

xiv) written confirmation of available student accommodation capacity in schools from the appropriate school board(s)

xv) written confirmation of appropriate school sites (including but not limited to size, location and configuration) being provided with satisfactory arrangements with the appropriate school board(s)

xvi) written confirmation of appropriate community *infrastructure* being provided with satisfactory arrangements with the Town, Region or other agency

xvii) written confirmation to identify any changes to drainage areas within outlet to arterial roads, or changes to *stormwater* infrastructure on arterial roads;

xviii) written confirmation from property owner acknowledging maintenance to be followed as per operations and maintenance plan;

xix) written confirmation of acceptance of all peer reviews at the owner's sole cost

xx) written confirmation of the completion of a zoning certificate

xxi) written confirmation of zoning by-law compliance

e) Heritage and Archaeology

i) archaeological assessments, and written confirmation of the acceptance of all required archaeological assessments by the Ministry of Citizenship and Multiculturalism

ii) cultural heritage evaluation report, which includes assessment of built heritage resources and cultural heritage resources and landscapes.

iii) heritage impact assessment

iv) heritage conservation plan

v) heritage protection plan

f) Parks and Natural Heritage

i) arborist report, tree inventory, tree management and/or tree preservation plan

ii) local *subwatershed* study

iii) comprehensive environmental study

iv) demarcation of areas regulated by a Conservation Authority

v) demarcation/staking of stable top-of-bank

vi) demarcation/staking of *natural heritage systems*, ecosystem components, *natural hazards*

vii) ecological land use classification study

viii) *environmental impact study*/assessment

ix) environmental inventories and assessment documents

x) *environmental management plan*/reforestation plan

xi) environmental management report/reforestation report

xii) facility fit plan

xiii) floodplain analysis

xiv) forest management plan

xv) hydrogeological study

xvi) landscape cost estimate

xvii) landscape letter of conformance

xviii) landscape plans

xix) landscape restoration plans

xx) natural heritage evaluation

xxi) plotting of floodplain

xxii) reforestation report and plan

xxiii) streetscape plan

xxiv) hydrological evaluation

xxv) surface hydrology map

xxvi) vegetation and wildlife ecology map

xxvii) water balance assessment

xxviii) *wetland* water balance risk evaluation

xxix) wildlife survey

xxx) written confirmation of a permit or clearance letter issued from the appropriate Conservation Authority or other environmental reviewer

xxxi) written confirmation of approval of the limits of *development* from the applicable Conservation Authority or other environmental reviewer

xxxii) written confirmation of parkland requirements (dedication and/or cash-in-lieu of parkland)

xxxiii) written confirmation of completion of a site visit which may including staking of environmental features and top of bank

xxxiv) Source Water Disclosure Report

xxxv) Wildland Fire Assessment and related studies

g) <u>Urban Design</u>

i) master plan and/or detailed site plan

ii) architectural/community design guidelines

iii) coloured renderings

iv) elevation drawings

v) floor plan drawings

vi) microclimate study

vii) pedestrian level wind study

viii) signage plan

ix) sun and shadow study

x) urban design brief

xi) urban design and cultural heritage brief

xii) visual impact report

xiii) 3D flyovers and flythroughs

h) Development Engineering

i) construction management plan

ii) engineering cost estimate

iii) engineering non-standard/alternative design memo

iv) Environmental Site Assessment – Phase 1

v) Environmental Site Assessment – Phase 2

vi) erosion and sediment control report

vii) erosion and sediment control plans

viii) environmental and engineering summary report

ix) functional servicing report

x) geotechnical report

xi) grading plan(s)

xii) noise (and vibration) study

xiii) photometrics plan

xiv) preliminary dewater plans/*environmental management plan*

xv) preliminary engineering report

xvi) Record of Site Condition

xvii) servicing drawings

xviii) single/multi-use demand table (water and wastewater)

xix) slope stability assessment

xx) slope map

xxi) soil classification map

xxii) drainage area plan

xxiii) *stormwater* design brief

xxiv) *stormwater* management report

xxv) streetlight plan

xxvi) water balance study

xxvii) written confirmation of servicing approval from the Region of Peel

xxviii) written confirmation of receipt of Record of Site Condition

xxix) servicing options and feasibility report

xxx) storm sewer design sheet

xxxi) hydraulic analysis report for structures (i.e., culverts, watercourses) through property

i) Transportation Engineering

i) on-street parking plan

ii) parking study

iii) pedestrian circulation plan/trails plan

iv) traffic operations assessment

v) transportation impact study

vi) loading study

vii) mobility plan

viii) *transportation demand management* plan

ix) written confirmation of a permit issued by the Ministry of Transportation

x) written confirmation of road access approval from the Ministry of Transportation and/or a Ministry of Transportation Permit

xi) written confirmation of road access approval from the Region of Peel

a) For clarity, the division of the information noted above by discipline headings is for the purpose of sorting the material and does not limit or specify which discipline must request the material. It is understood that the material noted above may be requested and reviewed by other disciplines/agencies.

27.2.3 Subject to more detailed policies of this Plan, an applicant will be responsible for the costs of any peer review undertaken by the Town of any studies submitted by the applicant in support of any *development* application. The Town may enter into an agreement with an applicant to administer peer review and set reasonable controls on peer review costs.

27.2.4 In addition to the information required under Policies 27.2.1 and 27.2.2 and in accordance with other relevant and land use specific policies of this Plan, an applicant will be required to submit any other studies, supporting information and material as the Town may determine to be relevant and necessary, regardless of whether it is specifically listed in this Plan or a checklist provided following an optional Pre-application Review Committee meeting.

27.2.5 Exemptions and/or modifications to the complete application requirements of this Plan may be granted by the Town's Chief Planner or designate.

a) Such exemptions or modifications may be specified in writing following an optional Pre-application Review Committee meeting.

b) In considering the appropriateness of any such exemptions or modifications the Chief Planner or designate may take into account relevant factors such as:

i) where it has been determined that completion of such studies has occurred for an earlier planning approval;

ii) where the study is considered premature in the approval process;

iii) where the study requirement would result in an unnecessary duplication of effort; or,

iv) where the material is not relevant.

27.2.6 All required drawings, reports and technical studies will be prepared by qualified professional consultants in accordance with established standards, guidelines, protocols, and terms of reference as deemed acceptable to the Town.

27.2.7 An application for an official plan amendment, zoning by-law amendment, plan of subdivision or plan of condominium, site plan, or consent will be considered complete under the *Planning Act* only when all of the following items have been provided to the Town:

a) a completed, dated and signed application form, including any required authorization(s);

b) any information or material prescribed by statute or regulation;

c) all complete application material required by the Town pursuant to Policies 27.2.2 and 27.2.4; and

d) The required application fees.

27.3 Implementing Design Excellence

27.3.1 The Town will employ all available powers and tools to achieve a consistently high standard of site, building and landscape design.

27.3.2 Town-wide design guidelines will support the implementation of the design policies of this Plan.

27.3.3 To implement the design policies of this Plan, the Town will:

a) ensure that the Town's Comprehensive Zoning By-law is regularly reviewed and amended to include standards that reflect the design objectives and policies of this Plan;

b) update the Town-wide design guidelines and to include appropriate urban design guidance for all types of *development* and uses;

c) prepare, or require the preparation of, area-specific design guidelines in accordance with this Plan;

d) ensure that its engineering standards are regularly reviewed and revised as required to address the design objectives and policies of this Plan as well as any Council-approved design guidelines;

e) ensure that the Town's site plan control manual sets out the requirements of the Town in a clear and concise manner; and,

f) develop Town-wide G*reen Development Standards*, guidelines and associated performance metrics to be applied to proposed *development*.

27.3.4 To implement the design policies of this Plan, the Town should:

a) establish a design review panel to assist in the review of *development* applications to ensure high quality urban design;

b) ensure that all public works decisions conform with the design policies of this Plan and are consistent with all applicable Council-approved design guidelines;

c) establish architectural control in greenfield areas to:

i) detail proposed building designs and materials;

ii) avoid repetitive building forms along residential streets;

iii) ensure that prominent lots, such as corner lots, have specific building designs; and,

iv) ensure that the impact of garages and loading doors on streetscapes is mitigated.

27.3.5 Design Guidelines

a) Design guidelines will be:

i) prepared by qualified urban designers;

ii) approved by Council; and,

iii) used to guide the design and construction of municipal projects and the evaluation of *development* applications.

b) Development applications should be consistent with all applicable Council-approved design guidelines.

c) The Town may require the preparation of area-specific design guidelines to support the implementation of secondary plans, tertiary plans, and *major development* proposals, including plans of subdivision.

27.3.6 In accordance with the complete application requirements of this Plan, applicants will be required to submit information and materials to demonstrate conformity with the design policies of this Plan and consistency with any applicable design guidelines.

27.3.7 An urban design brief or architectural design plan will guide:

i) the desired siting of buildings;

ii) architectural design elements and materials;

iii) the design of prominent/special lots, including corner lots; and,

iv) the design review process.

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28. PUBLIC ENGAGEMENT AND NOTICE

Consistent with the vision and guiding principles of this Plan, the Town's public engagement and notice measures, as outlined in this chapter, are intended to be transparent, *accessible*, responsive, and inclusive.

28.1 General

28.1.1 The Town will follow the public notification and engagement procedures prescribed by the *Planning Act* and its regulations to inform and obtain the views of the public in respect to proposed official plan and zoning by-law amendments, plans of subdivision and consents to sever lands. The *Planning Act* also authorizes the Town to implement alternative measures for informing and obtaining the views of the public in respect of certain types of proposals as set out in this Plan.

28.2 Additional Meeting Requirements and Alternative Notice Measures

28.2.1 Further to the meetings prescribed by the *Planning Act* and its regulations:

a) A community meeting should be held regarding a proposed official plan amendment or zoning by-law amendment.

b) Council may request that additional meetings be held regarding a proposed official plan amendment or zoning by-law amendment.

c) An additional public meeting should be held where:

i) there has been a significant change to a proposed official plan amendment or zoning by-law amendment; or,

ii) a significant amount of time has passed since the most recent public meeting.

d) In the case of a comprehensive review of this Plan, Council may choose to hold more public meetings than the open house and statutory public meeting prescribed by the *Planning Act*.

28.2.2 An open house required by the Town will be held no later than seven days prior to the date of the initial public meeting.

28.2.3 Notice of any additional meetings described in Policy 28.2.1 will be provided no later than 14 days prior to the date of the meeting or open house.

28.2.4 Notice of a statutory public meeting (i.e., required by the *Planning Act*) in respect of a proposed official plan amendment or zoning by-law amendment where a community meeting has been, or is to be, held, will be given in accordance with the *Planning Act*, or the regulations thereto, except where in conflict with the following policies, which will prevail:

a) Notice will be given than no later than 14 days prior to the date of the statutory public meeting.

b) Notice regarding a proposal that applies Town-wide or generally to the Town will be placed in the local newspapers with sufficient general circulation to collectively cover the entire Plan area, or, if in the opinion of the clerk or secretary-treasurer that such a newspaper does not exist, notice will be given on the Town website.

c) Notice given regarding a site-specific proposal will be:

i) placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands;

ii) If in the opinion of the clerk or secretary-treasurer a local newspaper mentioned in i) does not exist, notice will be given on the Town website; or,

iii) sent by personal service, ordinary mail, fax or e-mail to every owner of land:

- within 120 metres of the subject lands; or,
- within the mandatory alternative notice radius required by Policy 27.2.6; or,
- within the discretionary alternative notice radius determined pursuant to Policy 28.2.7.

d) Notice given regarding a site-specific proposal will include the erection, by the applicant, notice of application signage on the lands subject to the application in accordance with Town requirements.

e) Notice given to an organization or public body will be sent by personal service, ordinary mail, email or fax.

28.2.5 Any required notice regarding the intention to pass a zoning by-law amendment to remove a holding zone provision (“H” symbol) will be placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands, or on

the Town website if the clerk or secretary-treasurer is of the opinion that no such newspaper exists, no later than five days prior to the date of the applicable Council meeting.

28.2.6 Mandatory Extension of Public Notice Outside of the Urban Area

Notice of a proposed official plan amendment or zoning by-law amendment in respect of lands outside of the urban area will be provided to owners of land within a 1,000-metre radius of the subject lands where a 120-metre radius would otherwise be required.

28.2.7 Discretionary Extension of Public Notice within the Urban Area

a) The Town's Chief Planner or designate may direct that a 120-metre notice radius be extended to notify additional owners of land in relation to a *development* application where one or more of the following circumstances apply:

   i) The subject lands are surrounded by a limited number of properties that substantially comprise the 120-metre notice radius.

   ii) A significant population is located just beyond the 120-metre notice radius.

   iii) A limited number of remaining neighbourhood properties are located just beyond the 120-metre notice radius.

b) The Town's Chief Planner or designate may not direct that the 120-metre notice radius be extended if such an extension would result in:

   i) an excessively large notice area;

   ii) an excessively large number of property owners being notified, creating undue cost implications; or,

   iii) notification to property owners that are not reasonably associated with the subject property.

28.2.8 Discretionary Extension of Public Notice for Town-initiated Amendments

a) For a site- or area-specific official plan or zoning by-law amendment initiated by the Town, where newspaper notice would not otherwise be required and there may be wider public interest, the Town's Chief Planner or a designate may direct that notice be placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands, or on the Town website.

28.2.9 The content and effective date of any notice will otherwise be in accordance with the application provisions of the *Planning Act*, or the regulations thereto.

28.2.10 Applicants and relevant technical consultants should attend all public engagement events related to their *development* application and be prepared to respond to questions and comments.

28.3 Indigenous Engagement

Indigenous communities are unique with distinct cultures, constitutional rights, histories, governance, traditions and languages, and it cannot be assumed that there is a singular Indigenous point of view. Requirements for consultation with Indigenous communities differ from public consultation because of section 35 of the *Constitution Act* regarding Aboriginal and treaty rights.

Ontario municipalities are required to engage with Indigenous communities in accordance with Provincial plans, policies, and legislation, including the *Planning Act*, the Provincial Planning Statement, the *Environmental Assessment Act*, and the *Ontario Heritage Act*.

28.3.1 The Town will work towards reconciliation and will foster meaningful relationships with Indigenous communities on matters of mutual interest and concern to become better neighbours and partners.

28.3.2 The Town's Indigenous Community Engagement Protocol will provide direction on meaningful engagement with Indigenous communities related to development applications or Town-initiated planning projects.

28.3.3 The Town will undertake early engagement and consult with Indigenous communities, the Region of Peel, and neighbouring municipalities on matters of mutual interest and concern to facilitate knowledge-sharing, support consideration of Indigenous interests in land-use decision-making, and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights, in accordance with the Indigenous Community Engagement Protocol.

28.3.4 Further to the *archaeological resources* policies in Chapter 6, Cultural Heritage, of this Plan:

a) Indigenous communities will be notified of the identification of Indigenous burial sites and *significant archaeological resources* related to the activities of their ancestors.

b) Where *archaeological resources* are documented and found to be Indigenous in origin, a copy of the relevant archaeological assessment report will be provided to the appropriate Indigenous communities.

c) Where Indigenous *archaeological resources* cannot be *conserved* in place, the Town, *development* proponent and consultant archaeologist will consult with the appropriate Indigenous communities to identify interpretive and commemorative opportunities to ensure the long-term protection of the archaeological resources.

d) Indigenous communities will be notified and engaged in any process to review or update the archaeological management plan required by the cultural heritage policies of this Plan.

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29. PROGRAMS AND INCENTIVES

This chapter establishes and describes the programs and incentives that may be used by the Town to implement this Plan.

29.1 Community Improvement Plans

29.1.1 The Town may, in a by-law, designate one or more community improvement project areas in accordance with the provisions of the *Planning Act* to address one or more of the following:

a) deficiencies in the physical *infrastructure* of the area, including water, sanitary sewers, storm sewers, roads, sidewalks, curbs, street lighting, traffic control and electrical facilities;

b) opportunities to support climate change adaptation and mitigation measures in alignment with this Plan;

c) inadequate parks, open space, landscaping and community or recreation facilities;

d) opportunities for placemaking improvements to the built, natural and social environments;

e) evidence of economic decline in commercial areas, such as unstable uses or high vacancy rates;

f) opportunities to enhance or facilitate the viability of mixed-use, commercial, residential and *employment areas*;

g) opportunities to enhance or facilitate economic activity in agricultural and *rural areas* in accordance with permitted uses in this Plan;

h) problems with incompatible land uses;

i) buildings and structures in need of maintenance and repair;

j) need to improve streetscape amenities on public and/or private property;

k) deficiencies in the provision or design of off-street parking areas;

l) need for *cultural heritage resource conservation*;

m) opportunities for *infill* and *development* of underutilized sites;

n) opportunities to address housing issues that may be particular to one community or Town-wide, including the *development* of affordable home ownership and rental housing; and,

o) existing or probable soil or water contamination.

29.1.2 A community improvement plan may be prepared, adopted and implemented to guide the following within each community improvement project area:

a) upgrades to existing municipal *infrastructure* and services for the purpose of stimulating private investment;

b) the construction, repair, *rehabilitation* or improvement of buildings and structures;

c) the acquisition, holding, clearing, grading or preparation of land for community improvement;

d) the sale, lease or transfer of municipal lands and buildings; and,

e) the provision of grants, loans or tax assistance for community improvement activities such as the cost of *rehabilitating* lands and buildings.

29.1.3 Prior to adopting a community improvement plan, Council will be satisfied that it can reasonably finance the Town's share of its implementation costs.

29.1.4 The Town may, in a by-law, dissolve a community improvement project area where it is satisfied that the community improvement plan has been carried out.

29.2 Incentives for Intensification

29.2.1 The Town will develop and implement, in collaboration with the Region of Peel, planning and financial tools, incentives and arrangements to promote and support *intensification* in Town's Centres and Corridors, as identified on Schedule B1, Town Structure.

29.2.2 The Town will work in collaboration with all levels of government to provide incentives to attract high density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to the Town's Centres and Corridors, as identified on Schedule B1, Town Structure.

29.3 Support and Incentives for Affordable Housing

29.3.1 The Town will encourage and support the provision of affordable housing Town-wide and particularly in the Town's Centres and Corridors, as identified on Schedule B1, Town Structure, which are planned to be served by future transit service.

29.3.2 In addition to the development charge exemptions and community benefit charge and parkland dedication reductions provided by the *Planning Act* and *Development Charges Act*, the Town may provide financial and non-financial incentives to encourage or support the *development* of affordable housing units. Town incentives will build on and complement incentives provided by other levels of government and may include:

a) a grant in lieu of property taxes for the affordability period;

b) a waiver or grant in lieu of Town *development* application fees;

c) relief from cash-in-lieu of parkland requirements;

d) a waiver of the Town requirement for letters of credit related to servicing and landscaping;

e) as-of-right zoning for affordable housing;

f) alternative *development* and design standards; and,

g) any other measures authorized through legislation.

29.3.3 The Town may provide financial and non-financial incentives for affordable rental housing in the form of:

a) additional dwelling units, where such units are permitted; and,

b) single-room occupancy accommodation in permitted rooming and boarding houses, subject to an amendment to incorporate implementing policies into this Plan.

29.3.4 The Town may develop alternative *development* and design standards for affordable and *supportive housing*.

29.3.5 The Town may provide financial and non-financial incentives to encourage or support the inclusion of *universal design* elements in a higher share of new residential units.

29.4 Support for Economic Development

29.4.1 Recognizing the financial benefits of employment and commercial *development*, the Town should:

a) streamline approval processes, where possible, to support the implementation of this Plan and the Town's Economic Development Strategy;

b) ensure that a sufficient supply of land is available for employment uses;

c) develop policies to facilitate and encourage employment and commercial *development* in the Town's key areas of competitive advantage such as:

i) tourism and recreation;

ii) agricultural and agriculture-related or supported businesses;

iii) small business and home-based occupations;

iv) knowledge-based and innovation industries;

v) advanced manufacturing, including food-based manufacturing; and,

vi) eco-business zones and industries that promote environmental quality, economic vitality, and social benefits.

29.4.2 The Town should work with the Ontario Federation of Agriculture, the Peel Federation of Agriculture, the Province and other organizations to support agricultural operations and *agriculture-related uses*, including the implementation of agri-food strategies and food systems planning.

29.4.3 The Town will participate in the Federal Government's Zero Emission Vehicle Infrastructure Program and support facilities and programs that will help achieve *net-zero* greenhouse gas emissions, including, but not limited to:

a) facilities that promote alternate modes of transportation to reduce dependency on the single-occupant vehicle;

b) electric vehicle charging *infrastructure*; and,

c) the Green Fleet Strategy.

30. MONITORING REQUIREMENTS

The Town recognizes the importance of information to support decision-making and priority setting. Further to Part A, Section 1.8, Monitoring, this chapter sets out specific monitoring requirements to help the Town measure the success of the Plan and regularly update and improve its content.

30.1 Municipal Planning Data Reporting

30.1.1 The Town will provide quarterly reports to the Ministry of Municipal Affairs and Housing, as required by Provincial regulation, documenting *Planning Act* applications that have been submitted, decided or appealed, as well as any zoning orders made by the Minister.

30.1.2 The Town will provide annual reports to the Ministry of Municipal Affairs and Housing, as required by Provincial regulation, documenting any:

a) new *strategic growth areas* or *employment areas*;

b) *employment area* conversions;

c) new *major transit station area* boundaries or changes to *major transit station area* boundaries; and,

d) changes to *settlement area* boundaries.

30.2 Monitoring Growth and New Communities

30.2.1 The Town will regularly monitor the type and distribution of growth occurring to assist with *infrastructure* and transit planning, growth management and land use decision-making.

30.2.2 A monitoring program will be developed and implemented to assess the achievement of the growth-related policies of this Plan including, among other things:

a) population and employment growth;

b) population and employment densities;

c) residential and employment *intensification*;

d) employment and housing mix;

e) residential and non-residential *development* activity;

f) available water and wastewater capacity;

g) geographic equity in service provision;

h) design excellence; and,

i) percentage of the work force living and working within the Town.

30.2.3 The Town will monitor the application of the Region of Peel's Healthy Development Framework through Town policies, standards and guidelines, as well as *development* approvals, to determine its effectiveness in contributing to *healthy communities*.

30.3 Monitoring Housing

30.3.1 The Town will regularly monitor housing to assess the effectiveness of this Plan's policies in addressing local housing needs.

30.3.2 The Town will monitor housing production, including the mix of dwelling types, tenure and affordability.

30.3.3 The Town will monitor the supply of draft approved and registered residential lots.

30.3.4 The Town will work with the Region of Peel to establish a framework to monitor and report on affordable housing units acquired through *inclusionary zoning*, administer the units, and ensure any proceeds from the sale of units above the affordability threshold will be used for affordable housing initiatives.

30.3.5 *Affordable housing* thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.

30.4 Monitoring the Environment and Changing Climate

30.4.1 As part of regular reporting on the state of the environment in Caledon, the Town will monitor and assess matters addressed by this Plan such as:

a) the protection of natural features and areas;

b) climate change adaptation and mitigation indicators;

c) conformity with the *sustainability* objectives and policies in this Plan;

d) ecosystem integrity;

e) water resources;

f) the reliability and availability of diverse energy and transportation services; and,

g) energy and water use and greenhouse gas emissions.

30.4.2 A monitoring program will be developed and implemented to assess the achievement of the Natural Environment System policies of this Plan. Potential evaluation metrics may include, among other things:

a) total forest cover;

b) total hectares of land protected; and,

c) an inventory of species at risk.

30.4.3 The Town will promote monitoring of the individual and cumulative effects of the *transportation system* on the Natural Environment System, including the effects of road salt and transportation-related emissions.

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31. GLOSSARY

Accessibility/Accessible means the design of products, devices, services, or environments for people who experience disabilities. Ontario has laws to improve accessibility for people with disabilities, including the *Accessibility for Ontarians with Disabilities Act*, the Ontario Human Rights Code, and the Ontario Building Code.

Accessory means:

a) naturally and normally incidental, subordinate and exclusively devoted to the principal use located on the same lot. (Niagara Escarpment Plan); or,

b) the use of any land, building or structure which is subordinate or incidental to the principal use located on the same lot.

Accessory facility means a detached building, structure or other installation that is not used for human habitation, the use of which is naturally and normally incidental, subordinate, and exclusively devoted to the principal use located on the same lot. (Niagara Escarpment Plan)

Accessory use means the use of any land, detached building, structure or facility that is incidental, subordinate in size and exclusively devoted to the principal use, building or structure located on the same lot. (Oak Ridges Moraine Conservation Plan)

Active recreation means activity characterized by the need for special facilities, such as golf courses, tennis courts and recreation theme parks, which usually require large-scale modification of the land surface, often accompanied by the introduction of buildings and structures.

Active transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (Provincial Planning Statement)

Additional needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and *accessible* housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Additional residential unit means a self-contained separate dwelling unit with full kitchen and bath facilities and separate entrance, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house (also referred to as second units or secondary suites). (Region of Peel Official Plan)

Adjacent lands:

a) Within the Oak Ridges Moraine Conservation Plan area, all lands within the Oak Ridges Moraine Conservation Plan Minimum Area of Influence, and those lands described in subsections b) ii) and c) of this definition.

b) Within the Greenbelt Plan Protected Countryside, all lands within 120 metres of a *key natural heritage feature* within the Natural Heritage System and all lands within 120 metres of a *Key Hydrologic Feature* anywhere within Protected Countryside, and those lands described in subsections c) ii) and d) of this definition; or,

c) In relation to *wetlands*:

    i) those lands within 120 metres of an individual *wetland* area; and,

    ii) all lands connecting individual *wetland areas* within a *wetland* complex.

d) as defined in the Provincial Planning Statement, 2020, as amended.

e) In all other environmental instances:

    i) lands abutting elements of the Natural Environmental System;

    ii) lands which include Natural *Linkages* contiguous to the Natural Environmental System; and,

    iii) lands having a probable functional relationship with the Natural Environmental System.

Adverse effects means one or more of:

a) impairment of the quality of the natural environment for any use that can be made of it;

b) injury or damage to property or plant or animal life;

c) harm or material discomfort to any person;

d) an adverse effect on the health of any person;

e) impairment of the safety of any person;

f) rendering any property or plant or animal life unfit for human use;

g) loss of enjoyment of normal use of property;

h) interference with normal conduct of business; and,

i) within the Oak Ridges Moraine Conservation Plan area, impairment, disruption, destruction or harmful alteration.

Affordable housing means a residential unit that is either owned or rented that meets the following criteria:

a) For rental - In the case of a residential unit intended for use as a rented residential premises, the less expensive of the following will be considered to be an affordable residential unit:

    i) The rent is no greater than 30 percent of the gross annual household income for low and moderate-income households.
    ii) The rent is at or below the average market rent of a unit in the regional market area.

b) For ownership - In the case of a residential unit not intended for use as a rented premises, the less expensive of the following will be considered to be an affordable residential unit:

    i) The price of the residential unit results in an annual accommodation cost that is no greater than 30 percent of the gross annual household income for low and moderate-income households.
    ii) The purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

Age-friendly means in an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help older adults "age actively." In other words, the community is set up to help older adults live safely, enjoy good health and stay involved.

Agricultural condition means:

a) in regard to specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and

b) in regard to *prime agricultural land* outside of specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced. (Provincial Planning Statement)

Agricultural impact assessment means the evaluation of potential impacts of non-agricultural uses on the a*gricultural system.* An assessment recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural system means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

a) an agricultural land base comprised of *Prime Agricultural Areas*, including specialty crop areas, and *rural lands* that help to create a continuous productive land base for agriculture; and,

b) an *agri-food network*, which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector. (Provincial Planning Statement)

Agricultural uses means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers when the size and nature of the operation requires additional employment.

Agriculture-related uses means those farm-related commercial and farm-related industrial uses that are directly related to *f*arm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. In order to assist with the identification and consideration of a proposed agriculture-related use,

regard should be had for the Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas prepared by the Province. (Provincial Planning Statement)

Agri-food network means within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; *infrastructure*; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities. (Provincial Planning Statement)

Agri-tourism uses means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the *farm operation*. (Provincial Planning Statement)

Alternative energy system means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Ancillary uses means uses that primarily serve the business functions on employment land, such as small-scale retail uses.

Archaeological resources means artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological assessments carried out by archaeologists licensed under the *Ontario Heritage Act*. (Provincial Planning Statement).

Areas of archaeological potential means areas with the likelihood to contain *archaeological resources,* as evaluated using processes and criteria that are established under the *Ontario Heritage Act*. (Provincial Planning Statement)

Areas of Natural and Scientific Interest (ANSI) means areas of land and water containing natural landscapes or features which the Province has identified as having life science or earth science values related to protection, scientific study or education. Life Science ANSIs are ANSIs identified by the Province for their biotic attributes. Earth Science ANSIs are ANSIs identified by the Province for their geologic attributes.

Attainable residential unit means a residential unit that meets the following criteria:

a) The residential unit is not an *affordable residential unit*;

b) The residential unit is not intended for use as a rented residential unit.

c) The residential unit was developed as part of a prescribed *development* or class of *developments*;

d) The residential unit is sold to a person who is dealing at arm's length with the seller; and,

e) Such other criteria as may be prescribed by the Province.

Buffer/Buffered/Buffering means an area of vegetated land adjacent to a natural heritage feature or area that helps to mitigate the *negative impacts* of *development* or *site alteration*. The extent and composition of a vegetated buffer is determined in accordance with provincial and municipal official plan policies or through a local *subwatershed* study, *environmental impact study* or other equivalent study.

Built-up area means all land within the limits of the developed urban area for the purpose of measuring the minimum *intensification* target in this Plan. (Provincial Planning Statement)

Built heritage resources means one or more buildings, structures, monuments, installations, or any manufactured or constructed part of remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. (Provincial Planning Statement)

Community facilities means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.

Compact built form means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed-land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial *developments*, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily *accessible* by transit and *active transportation,* sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*.

Compatible/Compatibility means the *development* or *redevelopment* of uses which may not necessarily be the same as, or similar to, the existing *development*, but can coexist with the surrounding area without unacceptable adverse impact.

Complete communities means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, *public service facilities*, *community facilities* and local stores and services. Complete communities are inclusive and *age-friendly* and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

Conservation:

a) in an ecological context, means the wise management of the environment in a way that will maintain, restore, enhance and protect its *quality and quantity* for sustained benefit to humans and the environment; and,

b) in a cultural heritage context, means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the Town. Mitigative measures and/or alternative *development* approaches should be included in these plans and assessments.

Contaminant management plan means a report that demonstrates how *development* proposals, involving the manufacturing, handling and storage of bulk fuels, chemicals or contaminants (significant threats prescribed under the *Clean Water Act*) will implement safety measures to help prevent contamination of groundwater or surface water supplies. The contaminant management plan must include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment will be mitigated and managed.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural

elements that are valued together for their interrelationship, meaning or association. (Provincial Planning Statement)

Cultural heritage resources means *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Greenbelt Plan, Growth Plan)

Cumulative impacts means the incremental effect of an action when added to other past, present, and foreseeable future actions. These changes are characterized by being collectively significant over time and space, by occurring frequently in time or densely in space, and by combining additively or synergistically.

Designated and available means lands designated in the official plan for urban residential use. Where more detailed official plan policies (e.g. secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be *designated and available* for the purposes of this definition. (Provincial Planning Statement)

Designated growth area means lands within *settlement areas* that have been designated for growth or lands added *to settlement areas* that have not yet been fully developed. Designated growth areas include lands which are *designated and available* for residential growth as well as lands required for employment or other uses (Provincial Planning Statement).

Development means the creation of a new lot, a change in land use, or construction of buildings and structures, requiring approval under the *Planning Act*, but does not include activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards, and works subject to the *Drainage Act*. (Provincial Planning Statement)

Ecological functions means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

Ecological integrity means the condition of ecosystems in which:

a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity,

b) natural ecological processes are intact and self-sustaining, and,

c) the ecosystems evolve naturally.

Ecological integrity includes hydrologic integrity.

Employment area means those areas designated in an official plan for clusters of business and economic activities including, manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above. (Provincial Planning Statement)

Endangered species means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time. (Provincial Planning Statement)

Energy storage system means a system or facility that captures energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production, including for example, flywheels, pumped hydro storage, hydrogen storage, fuels storage, compressed air storage, and battery storage. (Provincial Planning Statement)

Enhancement area means a terrestrial and aquatic areas that have been restored or that have the potential to be restored to a natural state. Enhancement areas include naturally vegetated or potentially revegetated lands that expand, connect, link or border natural heritage features and areas and that have been or are planned to be *rehabilitated* or restored to support *ecological functions*. Potential enhancement areas that are not in a natural state but have the potential to be restored to a natural state to improve the integrity and function of the Greenlands System are identified through the preparation of a natural heritage evaluation, hydrologic evaluation, environmental impact study or *natural heritage system* study. Enhancement areas exclude *buffers* and areas that are required to mitigate the impacts of *development* or provided as compensation for the loss of natural heritage features and areas.

Environmental impact study means a study prepared in accordance with the Town's terms of reference, to identify and assess the impacts of *development* on a specified ecosystem form, function and integrity.

Environmental management plan means a plan prepared in accordance with the Town's terms of reference, which provides for the protection, maintenance, enhancement and restoration of specified ecosystem forms or functions.

Erosion hazard means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a 100-year time span), an allowance for slope stability, and an erosion/erosion access allowance. (Provincial Planning Statement, 2020)

Existing lot of record means lot held under distinct and separate ownership from all abutting lots as shown by a registered conveyance in the records of the Land Registry office on May 23, 2014. (Region of Peel Official Plan)

Fish habitat, as defined in the *Fisheries Act***,** means the water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas. (Provincial Planning Statement)

Flood plain, for river, stream and small inland *lake* systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards. (Provincial Planning Statement)

Flooding hazard means the inundation, under the conditions specified below, of areas adjacent to a *shoreline* or a river or stream system and not ordinarily covered by water. Along river, stream and small inland *lake* systems, the flooding hazard limit is the greater of:

a) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific *watershed* and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over *watershed*s in the general area;

b) the 100-year flood; and,

c) a flood greater than i) or ii), which was actually experienced in a particular *watershed* or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry, except where the use of the 100-year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the

standard for a specific *watershed* (where the past history of flooding supports the lowering of the standard).

Green Development Standards means a set of measures integrated into the planning approvals process for new *developments* related to environmentally, socially, and economically *sustainable* design in order to help meet the Town's climate objectives.

Green infrastructure means natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, *stormwater* management systems, street trees, *urban forests*, natural channels, permeable surfaces, and green roofs.

Habitat of endangered species and threatened species means habitat within the meaning of section 2 of the *Endangered Species Act, 2007*.

Hazardous forest types for wildland fire means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.

Hazardous lands means property or lands that could be unsafe for *development* due to naturally occurring processes. Along river, stream and small inland *lake* systems, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits. (Provincial Planning Statement)

Hazardous sites means property or lands that could be unsafe for *development* and site alteration due to naturally occurring hazards. These may include unstable soils (e.g., sensitive marine clays/Leda clay, organic soils) or unstable bedrock (i.e., karst topography). (Provincial Planning Statement)

Hazardous substances means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological. (Provincial Planning Statement)

Hazardous waste, as defined in Regulation 347 of the Revised Regulations of Ontario, 1990, as amended.

Headwater means the source area of a stream including springs and upwelling areas.

Healthy communities means a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a proactive model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of community activities and resources, and a monitoring of the link between daily stress and health. A healthy community is characterized by:

a) a clean, safe, high quality physical environment;

b) a stable ecosystem that is moving towards *sustainability*;

c) a strong, mutually supportive and non-exploitative community;

d) a high degree of participation and control by the public over decisions affecting their lives, health and well-being;

e) the meeting of basic needs for food, water, shelter, income, security and work for all the people of the community;

f) access to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication;

g) a diverse, vital and innovative economy;

h) connectedness with the past and with the cultural and biological heritage of the community, groups and individuals;

i) a form that is *compatible* with and enhances the preceding characteristics;

j) an optimum level of appropriate health and sick care services available to all; and,

k) high levels of positive health and low levels of disease.

Heritage attributes, means, as defined under the *Ontario Heritage Act*, in relation to real property, and to the buildings and structures on the real property**,** the attributes of the property, building and structures that contribute to their cultural heritage value or interest. (Provincial Planning Statement)

Heritage conservation district means an area of the municipality designated under Part V of the *Ontario Heritage Act* for the purposes of protecting and enhancing the special, collective character of that area.

Higher order transit means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way. (Provincial Planning Statement)

Highly vulnerable aquifers means aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant *adverse effect.*

Housing assessment a document, which could be a component of a Planning Justification Report, that evaluates how a proposed *development* will contribute to Peel-wide new housing unit targets shown in Table 4 of the Region of Peel Official Plan and meets the housing policies of this Plan and local municipal official plans. The housing assessment will consider how an appropriate range and mix of housing unit types, densities, sizes, affordability, and tenure will be provided through the *development*. Local municipalities are required to ensure that the housing assessment is consistent with Regional policies and definitions, including using the most current rental and ownership affordability thresholds.

Hydrologic function means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things. (Provincial Planning Statement)

Impervious surface means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

Inclusionary zoning includes policies, zoning by-laws and programs that require *development* of residential units to include affordable housing units and provide for those units to be maintained as affordable over time.

Infill means housing *development* in existing residential neighbourhoods within settlements, on vacant or underutilized land.

Infrastructure means physical structures (facilities and corridors) that form the foundation for *development*. Infrastructure includes: sewage and water systems, septage treatment systems, *stormwater* management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and

transportation corridors and facilities, *active transportation* systems, oil and gas pipelines and associated facilities. (Provincial Planning Statement)

Intelligent transportation systems means the application of advanced and emerging technologies in transportation.

Intensification means the *development* of a property, site or area at a higher density than currently exists through:

a) *redevelopment*, including the reuse of brownfield sites and underutilized shopping malls and plazas;

b) the *development* of vacant and/or underutilized lots within previously developed areas;

c) *infill development*; and,

d) the expansion or conversion of existing buildings. (Provincial Planning Statement)

Intermittent stream means stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year. (Greenbelt Plan)

Invasive species means plants, animals and microorganisms that spread when introduced outside of their natural distribution and cause serious and often irreversible damage to ecosystems, the economy and society.

Issue contributing area means a vulnerable area around a municipal drinking water well where contaminates (e.g., nitrates, chlorides, or sodium) have been detected at a concentration, or there is a trend of increasing concentration of the contaminants, that may result in the deterioration of the quality of water for use as a source of drinking water.

Key hydrologic area means *Significant groundwater recharge areas*, *highly vulnerable aquifers*, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a *watershed*. (Greenbelt Plan, Growth Plan)

Key hydrologic feature means a key hydrologic feature as described in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, and Lake Simcoe Protection Plan.

Key natural heritage feature means a key natural heritage feature as described in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, and Lake Simcoe Protection Plan.

Lake means any inland body of standing water, usually fresh water, larger than a pool or pond or a body of water filling a depression in the earth's surface. (Greenbelt Plan)

Landform conservation area means a landform conservation area as described in the Oak Ridges Moraine Conservation Plan.

Landform features means distinctive physical attributes of land such as slope, shape, elevation and relief.

Life Science Areas of Natural and Scientific Interest (ANSIs) means an area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.

Linkage means an area providing connectivity to support a range of community and ecosystem processes and enable plants and animals to move between natural heritage features and areas over multiple generations. Linkages can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between natural heritage features and areas, surface water features and groundwater features. The location, width, length, structure and function of linkages should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or *natural heritage system* study. (Adapted from MNRF Natural Heritage Reference Manual, Second Edition)

Liquid industrial waste as defined in Regulation 347 of the Revised Regulations of Ontario, 1990, as amended.

Local institution means schools, small places of worship, and *community facilities,* such as daycares, libraries, and recreation facilities, that serve a local population.

Low and moderate-income households means:

a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or

b) In the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.

Low impact development means an approach to *stormwater* management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and *stormwater* pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of *stormwater*. Low impact *development* can include, for example: bioswales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. (Provincial Planning Statement)

Major development, as defined in the Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan and Greenbelt Plan, as amended, means *development* consisting of:

a) the creation of four or more lots;

b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or,

c) the establishment of a major recreational use as described in Section 38 of the Oak Ridges Moraine Conservation Plan, 2017.

Major facilities means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation *infrastructure* and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. (Provincial Planning Statement, 2020)

Major goods movement facilities and corridors means transportation facilities, corridors and networks associated with the inter- and intra-provincial movement of goods. Examples include: intermodal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are freight-supportive may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives. (Provincial Planning Statement)

Major transit station area means the area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station. (Provincial Planning Statement).

Major trip generators means origins and destinations with high population densities or concentrated activities which generate many trips (e.g. *strategic growth areas*, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, *public service facilities*, and other mixed-use areas). (Provincial Planning Statement)

Major retail means large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.

Minimum distance separation formulae means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Missing middle describes a range of housing types between detached dwellings and mid-rise apartment buildings that were more common before World War II. It includes *additional residential units*, *multiple-attached dwellings*, *multiplexes* and low-rise apartment buildings.

Mode share means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multimodal transportation system means a *transportation system* which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Multiple-attached dwelling means a dwelling unit within a building containing three or more dwelling units, such as a townhouse/row house, stacked townhouse or back-to-back townhouse.

Multiplex means a single, low-rise, building with two, three or four dwelling units built at a scale similar to a detached dwelling. This type of housing is also referred to as a duplex, triplex or fourplex.

Natural hazards means hazards due to flooding, erosion, dynamic beaches, the presence of hazardous forest types for wildland fire, and unstable slopes, soils and

bedrock that may pose a danger to public safety or public health or result in property damage.

Natural heritage system means a system made up of natural heritage features and areas, and *linkages* intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and *conservation* reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable *ecological functions* to continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts:

a) in regard to policy 3.6.4 and 3.6.5 of the Provincial Planning Statement, 2024, potential risks to human health and safety and degradation to the *quality and quantity* of water, sensitive surface water features and sensitive groundwater features, and their related hydrologic functions, due to single, multiple or successive *development*. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;

b) in regard to policy 4.2 of the Provincial Planning Statement, 2024, degradation to the *quality and quantity* of water, sensitive surface water features and sensitive groundwater features, and their related hydrologic functions, due to single, multiple or successive *development* or *site alteration* activities;

c) in regard to *fish habitat*, any harmful alteration, disruption or destruction of *fish habitat*, except where an exemption to the prohibition has been authorized under the *Fisheries Act*;

d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities; and

e) in regard to policy 3.3.3 of the Provincial Planning Statement, any *development* or *site alteration* that would compromise or conflict with the planned or existing

function, capacity to accommodate future needs, and cost of implementation of the corridor.

Net-zero means a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production.

Non-municipal sewage treatment plant means a sewage treatment plant that is not owned by a municipality or part of a municipal responsibility agreement (Lake Simcoe Protection Plan)

Normal farm practices, means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices will be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

On-farm diversified uses means uses that are secondary to the principal *agricultural use* of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, *agri-tourism uses*, uses that produce value-added agricultural products, electricity generation facilities and transmission systems, and *energy storage systems*. In order to assist with the identification and consideration of a proposed *on-farm diversified use*, regard should be had for the Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas prepared by the Province. (Provincial Planning Statement)

Passive recreation means activity characterized by low intensity outdoor pastimes, such as hiking, snowshoeing, picnicking, bird watching, and photography, requiring minimal modification of the land surface and relatively few if any buildings or structures, such as a trail, benches, boardwalk or gazebo. Minimal land modifications to support these activities may also include necessary visitor amenities such as ground signs.

Permanent stream means a stream that continually flows in an average year. (Greenbelt Plan)

Planned corridors means corridors or future corridors which are required to meet projected needs, and are identified through provincial transportation plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation,

Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has completed, the identification of a corridor. (Provincial Planning Statement)

Prime Agricultural Area means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. For lands located outside of the Protected Countryside of the Greenbelt Plan, Prime Agricultural Areas may be identified by the Ontario Ministry of Agriculture, Food and Agribusiness and the Ministry of Rural Affairs or any successor to those ministries. (Provincial Planning Statement)

Prime agricultural land means specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from town to time, in this order of priority for protection. (Provincial Planning Statement)

Provincially significant wetland means a *wetland* identified as provincially significant using evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan, Niagara Escarpment Plan, Provincial Planning Statement)

Public realm means the public realm is defined as the publicly owned places and spaces that belong to and are *accessible* by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and *conservation* areas.

Public service facilities means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. *Public service facilities* do not include *infrastructure*. (Provincial Planning Statement).

Quality and quantity, with respect to water and water resources, means the measurement of indicators such as: minimum base flow, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants, and hydrologic regime in accordance with policies and guidelines as established by the Province, and other relevant agencies.

Rehabilitate/rehabilitated/rehabilitation, with respect to mineral aggregate resource extraction, means the return of land and water from which aggregate has been excavated so that the use or condition of the land:

a) is restored to its former use or condition,

b) is restored to a natural state or condition, or,

c) is changed to another use or condition that is or will be *compatible* with the use of *adjacent land*, and,

d) the required rehabilitation is in accordance with the requirements of this Plan, a local municipal official plan and relevant provincial plans and legislation, as applicable.

Renewable energy system means a system that generates electricity, heat and/or cooling from a renewable energy source.

Residence surplus to an agricultural operation means one existing habitable detached dwelling, including any associated additional residential units, that are rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation). (Provincial Planning Statement)

Retirement home means a building in which,

a) accommodation is provided, mainly for retired persons;

b) common kitchen and dining facilities are provided for the residents, and;

c) common lounges, recreation room

Riparian area means the area of land adjacent to a stream, river, *lake* or wetland (Greenbelt Plan)

Rural areas means a system of lands within a municipality that may include rural *settlement areas*, *rural lands*, *Prime Agricultural Areas*, natural heritage features and areas, and resource areas. (Provincial Planning Statement)

Rural lands means lands that are located outside of both *settlement areas* and *Prime Agricultural Areas*. (Provincial Planning Statement)

Rural settlements means existing hamlets or similar existing small *settlement areas* that are long established and identified in this Plan. These communities are serviced by

individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for *development* and are subject to policies that limit growth. All *settlement areas* that are identified as hamlets in the Greenbelt Plan, as rural settlements in the Oak Ridges Moraine Conservation Plan, or as minor urban centres in the Niagara Escarpment Plan are considered rural settlements for the purposes of this Plan, including those that would not otherwise meet this definition.

Self-sustaining vegetation means vegetation dominated by native plant species.

Sensitive groundwater recharge and discharge areas means areas that are highly susceptible to water quality and/or quantity impairment due to a combination of hydrological and hydrogeological features, functions or processes. These may include:

a) areas where surface water infiltration rates are high or concentrated and provide groundwater recharge needed to support ecologically *significant* features such as coldwater streams and *wetlands*;

b) seepage areas and springs where the water table is present or discharging at the ground surface and replenishing or providing source water to ecologically *significant* features such as coldwater streams and *wetlands*
(Region of Peel Official Plan)

Sensitive land uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas mean urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

a) built-up areas where *development* is concentrated and which have a mix of land uses; and,

b) lands which have been designated in an official plan for *development* over the long term. (Provincial Planning Statement)

Shared housing means a form of housing where individuals share accommodation for economic, support, long term care, security, or lifestyle reasons. In some cases, shared housing has no support services included, such as with students, older adults and

seniors, or other unrelated individuals choosing to live together to share the cost of housing. In other cases, shared housing may include support services, such as assistance with daily living activities, housekeeping, medication administration, and counselling.

Shorelines means bluffs and lands in immediate contact with, or in seasonally inundated areas adjacent to, *lakes*, rivers and streams. Shorelines are important habitats at the boundary between terrestrial and aquatic ecosystems. Due to height and location, shorelines may in some instances also be associated with slope and/or *erosion hazards*. (Region of Peel Official Plan)

Significant means:

a) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest in accordance with the *Ontario Heritage Act* (Provincial Planning Statement);

b) in regard to *Life Science Areas of Natural and Scientific Interest*, an area identified as provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time; (Provincial Planning Statement)

c) in regard to *woodlands*, an area which:

    i) meets one or more of the criteria for Natural Area and corridor *woodland* in Table 1 of the Region of Peel Official Plan; or,

    ii) is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. The Province identifies criteria relating to the foregoing. (Provincial Planning Statement)

d) in regard to other features and areas in Policy 4.2 of the Provincial Planning Statement and Section 3.2.5 of the Greenbelt Plan, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or the natural heritage system. The Province identifies criteria relating to the foregoing, and while some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Provincial Planning Statement)

Significant groundwater recharge area means a significant groundwater recharge area identified:

a) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Planning Statement;

b) as a significant groundwater recharge area in the assessment report required under the *Clean Water Act, 2006*; or

c) as an ecologically significant groundwater recharge area delineated in a *subwatershed* plan or equivalent in accordance with provincial guidelines.

Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like coldwater streams and *wetlands*.

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Special policy area means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small-scale) and address the significant social and economic hardships to the community that would result from strict adherence to Provincial policies concerning *development*. The criteria for designation and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*. (Provincial Planning Statement)

Strategic goods movement network means a hierarchical network of existing and potential truck routes identified as important routes for allowing the safe and efficient movement of goods. The network routes provide connectivity and continuity to each other, major goods generating activity centres, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways.

Strategic growth areas means areas within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating *intensification* and higher density mixed-uses in a more *compact built form*. Strategic growth areas include *major transit station areas*, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include *infill*,

redevelopment (e.g. underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along highways, arterials, or other areas with existing or planned frequent transit service or *higher order transit* corridors may also be identified as strategic growth areas. (Provincial Planning Statement)

Stormwater, in an urban area, means rainfall and snowmelt that seeps into the ground or runs off the land into storm sewers, streams and *lakes*. It may also include runoff from activities such as watering lawns, washing cars and draining pools.

Stormwater management pond means detention basin that temporarily stores or treats collected *stormwater* runoff and releases it at a controlled rate.

Subwatershed means an area comprised of the land drained by an individual tributary to the main watercourse; a component of the larger *watershed*. The terms subwatershed study and subwatershed plan refer to similar types of documents prepared to contribute to the management of ground and surface water systems through engineering and land use planning that is based on ecology and resource management.

Supportive housing means housing that provides affordable housing and *accessible* residential accommodation within an environment that provides individual-based supports and services to persons who require them to live independently. Individual-based supports and services can include on-site or partnership-based assistance with activities of daily living, assistance with medical care and other community supports.

Sustainability/Sustainable/Sustainably means meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Threatened species means a species that is classified as “Threatened Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit-supportive, in regard to land use patterns, means *development* that makes transit viable, optimizes investments in transit *infrastructure*, and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities, including air rights *development*, in proximity to transit stations, corridors and associated elements within the *transportation system*. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Provincial Planning Statement)

Transportation demand management means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. (Provincial Planning Statement)

Transportation system means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, intermodal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. (Provincial Planning Statement,

Universal design means the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Urban agriculture means food production in *settlement areas*, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens. (Provincial Planning Statement)

Urban forest means all trees in urban and rural *settlement areas*, as well as the soils that sustain them, located on public and private property. The urban forest includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards. For management purposes the urban forest can be grouped into two broad categories:

a) Intensively managed forest – where the unit of management is the individual trees and standard arboricultural practices are applied (i.e., street trees); and,

b) Extensively managed forest – where the unit of management is the forest stand or vegetation community and landscape ecology or silvicultural practices are applied (i.e., *woodlands* and natural areas).

Vegetation protection zone means a vegetated *buffer* area surrounding a *key natural heritage feature* or *key hydrologic feature*.

Watershed means the land drained by a river system. (Region of Peel)

Watershed plan is product of the *watershed planning* process, which will generally present:

a) findings of watershed characterization (baseline conditions);

b) goals, objectives, and directions for protecting water resources and managing activities and resources;

c) identified issues and impacts;

d) preferred land use and management scenarios; and,

e) implementation approaches.

Watershed planning means planning that provides a framework for establishing comprehensive and integrated goals, objectives, and direction for the protection, enhancement, or restoration of water resources, including the quality and quantity of water, within a watershed and for the assessment of cumulative, cross-jurisdictional, and cross-watershed impacts. *Watershed planning* evaluates and considers the impacts of a changing climate on water resource systems and is undertaken at many scales. It may inform the identification of water resource systems. (Provincial Planning Statement)

Wayside pits and quarries means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wellhead protection areas means the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field. Wellhead protection areas are delineated to identify areas that are vulnerable to both water quality and water quantity threats as follows:

For water quality threats, the size of the wellhead protection areas is determined by how quickly water travels underground to the well, measured in years, as defined below:

a) Wellhead protection area A: the area within 100 metres of the wellhead.

b) Wellhead protection area B: the area within which the time of travel period to the well is less than two years.

c) Wellhead protection area C: the area within which the time of travel period to the well is less than five years.

d) Wellhead protection area C1: the area within which the time of travel period to the well is less than 10 years.

e) Wellhead protection area D: the area within which the time of travel period to the well is less than 25 years.

f) Wellhead protection area E: the area where a well is under the influence of surface water and through which surface water flows in two hours to the well. Wells having groundwater under the direct influence (GUDI) of surface water are referred to as a GUDI well.

For water quantity threats, the size of the wellhead protection area is based on a tiered water budget analysis that identifies areas around a municipal well that are vulnerable to water quantity threats, as defined below:

a) Wellhead protection area Q1: the area where activities that take water without returning it to the same source may be a threat.

b) Wellhead protection area Q2: the area where activities that reduce recharge may be a threat.

Wetland means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition. (Provincial Planning Statement).

Wetland area means a single contiguous wetland which may be composed of one or more wetland types.

Wildland fire assessment and mitigation standards means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, *infrastructure* and property from wildland fire.

Wildlife habitat means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodland Core Area, means:

a) Within the Oak Ridges Moraine Conservation Plan Area, areas defined and identified as Significant Woodlands in accordance with Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands, published by the Province of Ontario in 2007, or any successor thereto;

b) Within and west of the Niagara Escarpment Plan Area, areas meeting one or more of the criteria for Core Area Woodlands in Table 1 of the Region of Peel Official Plan; or,

c) South and east of the Niagara Escarpment and Oak Ridges Moraine Conservation Plan Areas, areas meeting one or more of the criteria for Core and Natural Areas and Corridors Woodlands in Table 1 of the Region of Peel Official Plan.

Woodlands means ecosystems comprised of treed areas, woodlots, forested areas and the immediate biotic and abiotic environmental conditions on which they depend. Woodlands provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrologic and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of *wildlife habitat*, outdoor recreational opportunities, and the *sustainable* harvest of a wide range of woodland products. Woodlands include woodlots, cultural woodlands, cultural savannahs, plantations and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 hectares that has:

a) a tree crown cover of over 60 percent of the ground, determinable from aerial photography, or

b) a tree crown cover of over 25 percent of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:

    i) 1,000 trees of any size per hectare;

    ii) 750 trees measuring over five centimetres in diameter at breast height (1.37 metres), per hectare;

    iii) 500 trees measuring over 12 centimetres in diameter at breast height (1.37 metres), per hectare; or,

    iv) 250 trees measuring over 20 centimetres in diameter at breast height (1.37 metres) per hectare (densities based on the *Forestry Act of Ontario, 1998*); and,

    v) which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. Woodlands experiencing changes such as harvesting, blowdown or other tree mortality are still considered woodlands. Such changes are considered temporary whereby the forest still retains its long-term ecological value

Part H: Site-specific Policies and Secondary Plans

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32.1 Exceptions Outside the Urban System H-3
32.2 Exceptions Within the Urban System H-6

Figure

H1 Site-specific Exceptions

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32. SITE-SPECIFIC POLICIES

The locations of sites subject to site-specific exception policies are identified on Figure H1, Site-specific Exceptions.

32.1 Exceptions Outside the Urban System

The following additional policies apply to certain lands outside of the Urban System that are not currently subject to a secondary plan. They are grouped according to the former townships indicated on Figure H1. Detailed site, building and use requirements will be determined through the *development* process and regulated by the implementing zoning.

Former Albion Township

32.1.1 On the lands identified by Roll Number 2124010005157200000 and municipally known as 6898 King Street, a *stormwater* facility, and a portion of a parking area related to a municipally owned recreation facility is also permitted. (1978 Official Plan, OPA 227, By-law No. 2009-142, Johnston Sports Park)

32.1.2 On the lands identified by Roll Number 212401000706000, an automotive repair shop is also permitted. Agricultural Area policies will continue to apply to this lot except where they prohibit or impair the construction and operation of an automotive repair shop. (1978 Official Plan, OPA 2, By-law No. 1980-5)

32.1.3 Reddington Retirement Community

a) The Reddington Retirement Community identified on Schedule B4, Town-wide Land Use, and Schedule E7, Palgrave, in Lots 26 and 27, Concession 6, will be located on approximately 77 hectares and consist of:

   i) a variety of one-storey cluster villa buildings, each containing four to six dwelling units to a maximum of 188 units; and,

   ii) a golf course and clubhouse accommodating a variety of recreational and social facilities.

b) The Town may review permissions for additional retirement housing or other *compatible* uses on this site as part of the review of the Palgrave Estate Residential Community policies in the 1978 Official Plan, as amended, or a related study.

32.1.4 On the property identified by Roll Number 212401000510600 and municipally known as 19179 Centreville Creek Road, a group home is permitted. (1978 Official Plan, OPA 98, By-law No 89-24)

32.1.5 On the 32.6-hectare property identified by Roll Number 212401000513010 and municipally known as 17317 Innis Lake Road, a kennel is permitted. (1978 Official Plan, OPA 217, By-law No. 2008-092)

Former Chinguacousy Township

32.1.6 On the 15.2-hecatare property identified by Roll Number 2124130010135000000, municipally known as 5888 Boston Mills Road, a garden centre sales establishment is also permitted as an *accessory use* to a nursery use. (1978 Official Plan, OPA 65, By-law No. 1985-92)

32.1.7 On the 10.5-hectare property identified by Roll Number 2124130009029000000, municipally known as 13726 Airport Road, an auctioneer's facility is also permitted, including an *accessory* office, repair facility, and open storage area. (1978 Official Plan, OPA 102, By-law No. 1989-129)

32.1.8 On the 0.36-hectare property identified by Roll Number 2124130009044100000 and municipally known as 12394 Airport Road, a 12-unit seniors residence is also permitted. There will be no more than 12 units contained within the senior residence all of which will be located on the first and second floors above-grade. No units will be located within the basement area. (1978 Official Plan, OPA 139, By-law No. 1997-107)

32.1.9 On the property identified by Roll Number 2124120002221000000, *development* is also permitted in accordance with provisions of By-law No. 18-71 of the former Township of Chinguacousy and an agreement between Poltawa Country Club and The Corporation of the Township of Chinguacousy dated the 5th of June, 1972.

32.1.10 On the lands identified by Roll Number 2124130006093000000 and municipally known as 15343 Hurontario Street a mixed animal hospital is also permitted. (1978 Official Plan, OPA 195, By-law No. 2005-18)

Former Caledon Township

32.1.11 On the property identified by Roll Number 2124030003190000000 and municipally known as 4832 Charleston Sideroad, a veterinary hospital and kennel is also permitted. (1978 Official Plan, OPA 171, By-law No. 2001-142)

32.1.12 On the 54.2-hectare property identified by Roll Number 212403000740120 and municipally known as 20490 20490 Porterfield Road, a conference centre with *accessory* education, recreational, accommodation, dining facilities, forestry, *conservation*, major open space, a caretaker's house, a guest house, place of worship and a home occupation will be permitted (1978 Official Plan, OPA 111, By-law No. 1995-24)

32.1.13 On the 4.0-hectare property identified by Roll Number 212403000416000, an aggregate haul route will also be permitted. (1978 Official Plan, OPA 161, By-law No. 1998-13)

32.1.14 On the properties identified by Roll Numbers 212403000603310 and 212403000603300, no further consents will be permitted. (1978 Official Plan, OPA 210, By-law No. 2006-74)

32.1.15 On the property identified by Roll Number 2124030003083000000, and municipally known as 20383 Hurontario Street, a medical marijuana production facility will also be permitted. (1978 Official Plan, OPA 248, By-law No. 2017-40)

32.1.16 On the 34.4-hectare property identified by Roll Number 2124030001054000000, and municipally known as 16484 Airport Road, a seasonal farm market commercial/retail establishment including *accessory facilities* will also be permitted subject to the following policies:

a) The farm market commercial/retail establishment and accessory facilities will be confined to 1.2 hectares in the north-easterly corner of the above-noted property adjacent to Airport Road.

b) Over the course of a season the majority of the display space of the farm market commercial/retail establishment, measured by area, will be devoted to locally, regionally and provincially grown fresh produce, including fresh produce grown on the farm on the above-noted property, and products made from produce grown on the farm on the above-noted property.

c) Produce imported from outside Ontario will not occupy more than 25 percent of the display space of the farm market commercial/retail establishment, measured by area, at any given time.

d) The farm market commercial/retail establishment may be used for the sale of a limited quantity of horticulture products and other products incidental to the primary products. (OMB Case 05-027)

32.1.17 On the 3.36-hectare property identified by Roll Number 212403000606300, a manufacturing and warehouse use is permitted provided that such uses primarily constitute an extension of and are exclusively related to the manufacturing use at 101 John Street within the Town of Orangeville. (1978 Official Plan, OPA 150, By-law No. 1998-145)

32.1.18 On the property identified by Roll Number 212403001021300 and municipally known as 81 Charleston Sideroad, a venue for the purposes of hosting events is permitted on a portion of property. (1978 Official Plan, OPA 241, By-law 2015-78, Cambium Farms)

32.1.19 On the property identified by Roll Number 212403000717600 and municipally known as 55 John Street North, a hotel, consisting of no more than 121 guest rooms and cabins, a conference centre and restaurant is permitted. (1978 Official Plan, OPA 254, By-law No. 2019-48)

32.1.20 On the properties identified by Roll Numbers 212403000300800, 212403000228400, and 212403000228550, a golf course and accessory uses (excluding a clubhouse and a hotel), tee boxes, fairways, greens, parking, practice range, maintenance buildings and *stormwater* management is permitted. (1978 Official Plan, OPA 234, By-Law No. 2013-095)

32.1.21 On the properties described as Part of the West Half of Lot 21 and Part of Lots 16 to 20, Concession 3, WHS and Part of the East Half of Lots 16 to 18, Concession 4, WHS, Caledon, a resort conference centre including lodging, a golf course and related facilities, and a privately operated wastewater treatment facility is permitted. (1978 Official Plan, OPA 133, By-law No. 1997-51, Osprey Valley Golf Course)

32.1.22 On the property identified by Roll Number 212403001100701, and municipally known as 1875 Beech Groove Sideroad, a recreational facility including *accessory uses* such as temporary accommodation, dining facilities, recreational uses, a spa for health and therapy, meeting/conference rooms and outdoor recreational uses (fishing club, tennis courts, lawn bowling croquet and swimming pools is permitted. (1978 Official Plan, OPA 163, By-law No. 2000-116)

32.2 Exceptions Within the Urban System

The following additional polices apply to certain lands within the Urban System that are not currently subject to a secondary plan. Detailed site, building and use requirements will be determined through the *development* process and regulated by the implementing zoning.

32.2.1 On the lands identified by Roll Number 212412000317100000 and municipally known as 816 Mayfield Road, a processing and storage of topsoil operation with *accessory* equipment storage building, office and retail outlet is also permitted. (1978 Official Plan, OPA 232, By-law No. 2012-159)

32.2.2 On the 2.1-hectare property identified by Roll Number 2124130007181000000, municipally known as 12321 Dixie Road, a topsoil processing and storage operation is also permitted, including an *accessory* equipment storage building, office, and residential use. (1978 Official Plan, OPA 205, By-law No. 2006-028)

32.2.3 On the 39-hectare property identified by Roll Number 2124130007034000000 and municipally known as 12942 Heart Lake Road, an agricultural society fair and exhibition grounds with ancillary commercial, educational, and *conservation* demonstration facilities is also permitted. (1978 Official Plan, OPA 128, By-law No. 1996-63)

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule A1

Provincial Plan Areas

- Greenbelt Plan Boundary
  - Urban River Valleys
  - Protected Countryside
  - Oak Ridges Moraine Conservation Plan Area
  - Niagara Escarpment Plan Area
- Lake Simcoe Protection Plan Area
- Highway 413 Focused Analysis Area (Source: Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe)
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

October 2025

Date of print: 10/6/2025
Sources: Town of Caledon, Regional Municipality of Peel
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Township of East Garafraxa
Town of Orangeville
Town of Mono
Township of Adjala-Tosorontio
Town of New Tecumseth
Township of King
City of Vaughan
City of Brampton
Town of Halton Hills
Town of Erin
CALEDON EAST GARAFRAXA TOWN LINE
COUNTY RD 109
WINSTON CHURCHILL BLVD
MAIN ST
PORTERFIELD RD
HIGHPOINT SIDE RD
Hanes Creek
MELVILLE
ALTON
MONO MILLS
BEECH GROVE SIDE RD
SHAWS CREEK RD
MISSISSAUGA RD
Credit River
WILLOUGHBY RD
KENNEDY RD
HORSESHOE HILL RD
COOLIHANS SIDE RD
CALEDON VILLAGE
CHARLESTON SIDE RD
CATARACT
Caledon Creek
HEART LAKE RD
ST ANDREWS RD
MOUNTAINVIEW RD
FINNERTY SIDE RD
HUMBER STATION RD
DUFFYS LANE
Humber River
ESCARPMENT SIDE RD
BELFOUNTAIN
MCLAREN RD
FORKS OF THE CREDIT RD
PATTERSON SIDE RD
PALGRAVE
HUNSDEN SIDE RD
PALGRAVE ESTATE
AIRPORT RD
Silver Creek
THE GRANGE SIDE RD
ALBION
CALEDON EAST
OLD CHURCH RD
ALBION TRAIL
MOUNT PLEASANT RD
MOUNT WOLFE RD
MOUNT HOPE RD
East Credit/Little Credit River
Centreville Creek
INGLEWOOD
OLDE BASE LINE RD
MONO ROAD
CASTLEDERG SIDE RD
CLAUDE
BOSTON MILLS RD
Credit River
CHELTENHAM
INNIS LAKE RD
CENTREVILLE CREEK RD
THE GORE RD
EMIL KOLB PKWY
Gold Creek
CAMPBELL'S CROSS
KENNEDY RD
BRAMALEA RD
KING ST
SANDHILL
COLUMBIA WAY
CALEDON KING TOWN LINE S
TERRA COTTA
VICTORIA
Credit River
HEART LAKE RD
DIXIE RD
TORBRAM RD
Humber River
KING ST E
BOLTON
Mississauga Creek
West Humber River
HUMBER STATION RD
QUEEN ST S
ALBION-VAUGHAN RD
OLD SCHOOL RD
MISSISSAUGA RD
CREDITVIEW RD
CHINGUACOUSY RD
MCLAUGHLIN RD
HEALEY RD
COLERAINE DR
WINSTON CHURCHILL BLVD
HERITAGE RD
MAYFIELD WEST
MAYFIELD RD
TULLAMORE
WILDFIELD

TOWN OF CALEDON

OFFICIAL PLAN

Schedule B1

Town Structure

Urban System

- Brampton-Caledon Airport
- Future Caledon GO Station
- Downtown Bolton
- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Primary Major Transit Station Area
- Urban Area

Rural System

- Village
- Hamlet
- Rural Employment Centre
- Palgrave Estate Residential Community
- Agricultural Area and Rural Lands

Natural Environment System

- Natural Features and Areas

Other Map Elements

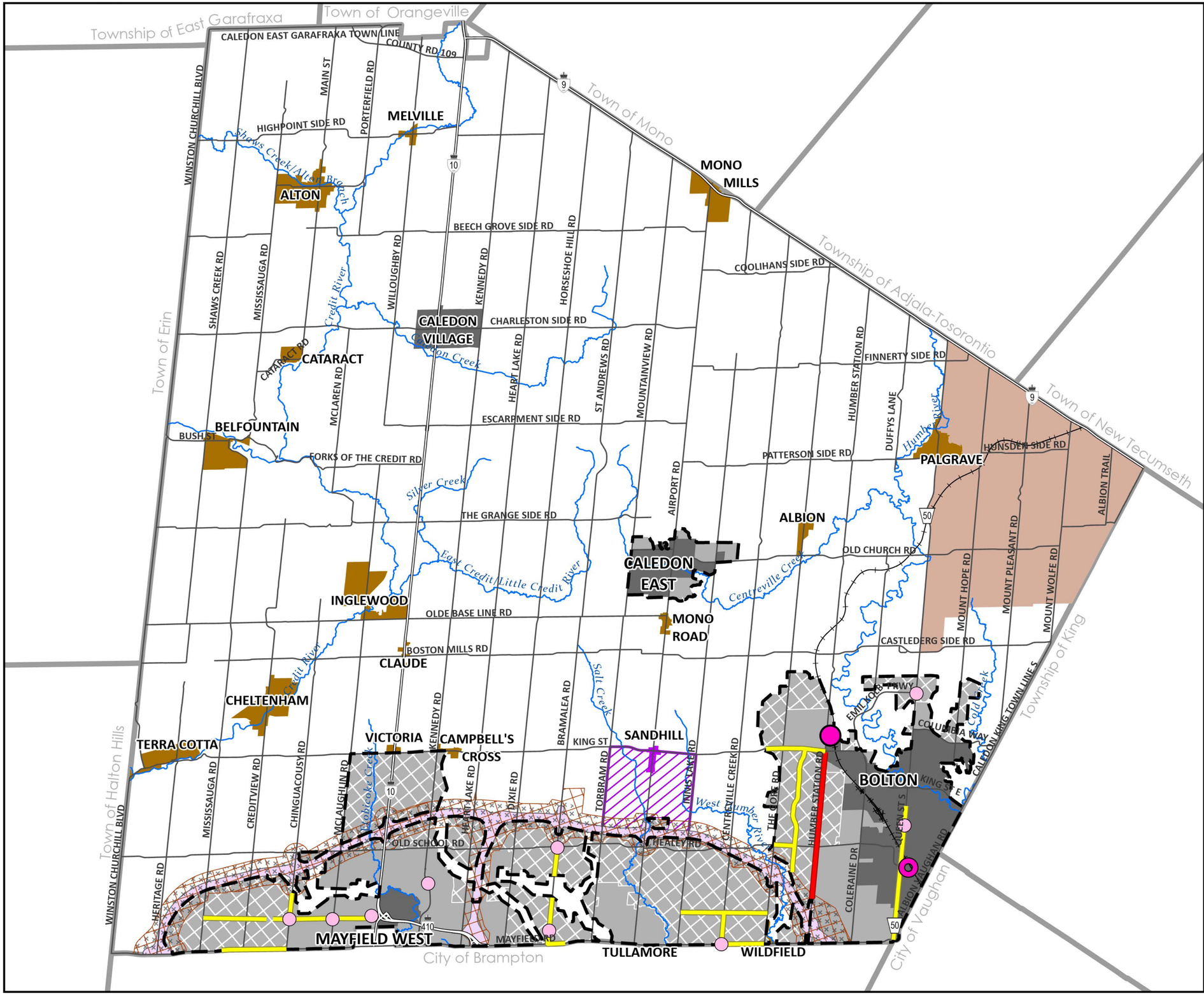
- Caledon Trailway
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule B2

Growth Management

- Urban Centre
- Potential Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Rural Settlement Area
- Rural Employment Centre
- Built-up Area
- Designated Growth Area
- Palgrave Estate Residential Community
- Regional Urban Boundary
- New Urban Area 2051
- Future Strategic Employment Reserve

Other Map Elements

- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule B3a

Land Use Designations Greenbelt Plan and Natural Heritage System

Natural Heritage System

Greenbelt Plan

- Greenbelt Plan Area
- Hamlet
- Towns and Villages
- Urban River Valleys
- Natural Heritage System (a component of Protected Countryside)
- Protected Countryside of the Greenbelt Plan
- Oak Ridges Moraine Conservation Plan
- Niagara Escarpment Plan

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule B3b

Land Use Designations Niagara Escarpment Plan

Greenbelt Plan

- Protected Countryside
- Oak Ridges Moraine Conservation Plan
- Niagara Escarpment Plan

Niagara Escarpment Plan

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Recreation Area
- Escarpment Rural Area
- Mineral Resource Extraction Area
- Minor Urban Centre
- Parks and Open Space System

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule B3c

Land Use Designations Oak Ridges Moraine Conservation Plan

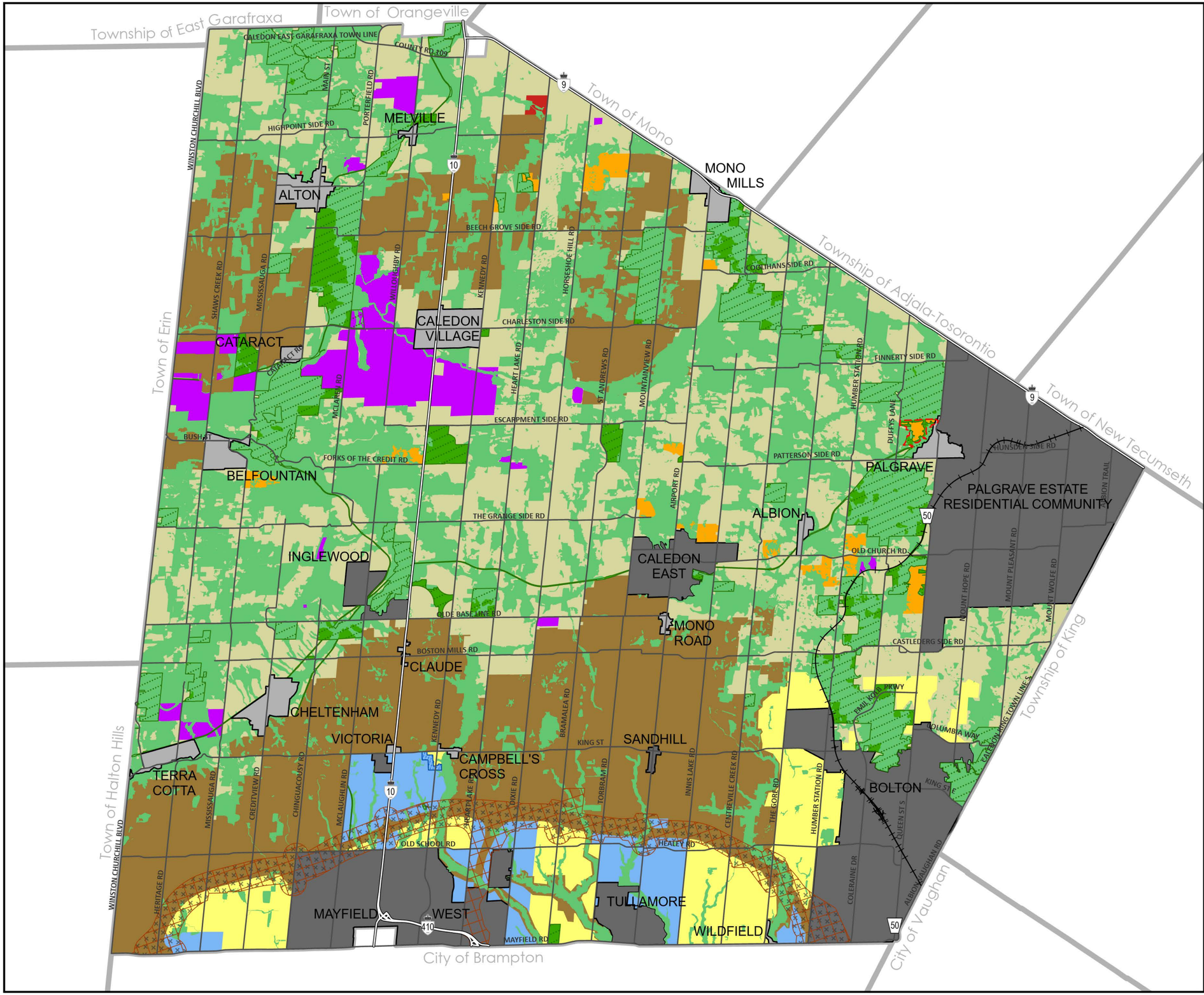
- Oak Ridges Moraine Conservation Plan
- Natural Core Area
- Natural Linkage Area
- Countryside Area
- Palgrave Estates Residential Community (A component of Countryside Area)
- Rural Settlement
- Settlement Area
- Urban Area
- Palgrave Estate Residential Community

0 1 2 3 4 5 km

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule B4

Land Use Designations

Land Use

- Extractive Industrial Area
- Rural Economic Development Area
- Estate Residential Area
- New Community Area
- New Employment Area
- Prime Agricultural Area
- Rural Lands
- Parks and Open Space
- Natural Features and Areas
- Campbell's Cross Transition Area

Other Map Elements

- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Reddington Retirement Community
- See Schedules E2 to E11 for Land Use Designations
- Refer to Part A, Section 1.2

Schedule B4 shall be read in conjunction with Schedule E1 and Policy 17.2.7 where Prime Agricultural Areas are also subject to the Natural Features and Areas Designation.

0 1 2 3 4 5 Km

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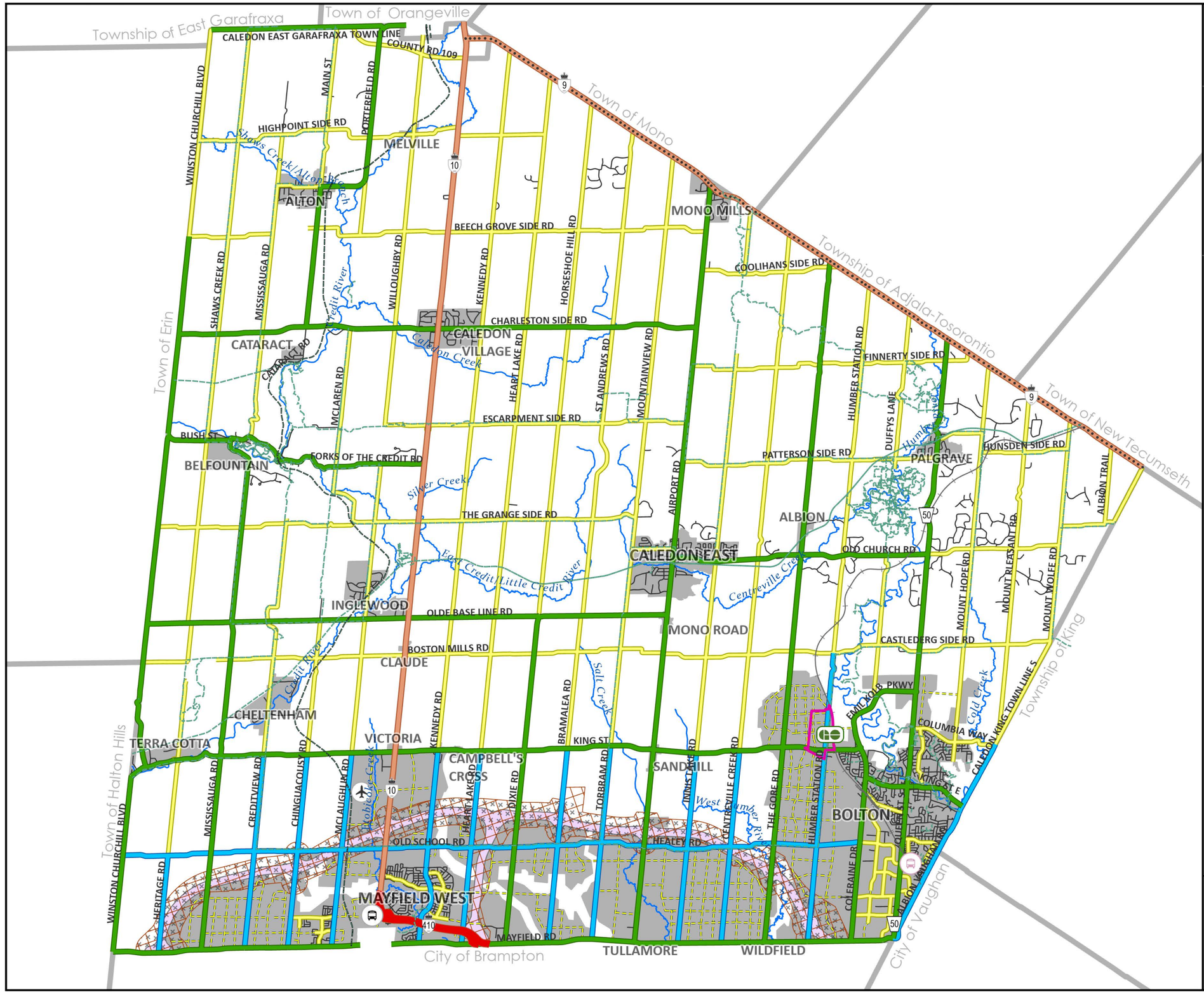
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule C1

Town-wide Transportation Network



- Primary Major Transit Station Area
- Planned Major Transit Station Area
- Potential Major Transit Station Area
- Future Caledon GO Station
- Brampton-Caledon Airport
- Provincial Freeway
- Provincial Highway
- New Capacity Expansion
- Regional Arterial
- Town Arterial
- Collector Road
- Conceptual Collector Road
- Local Road
- Rail
- Active Transportation - Trail System
- Urban Area and Settlement Area
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule C2

Town-wide Road Right-of-Way Widths

Right-of-way Width

- 20m
- 22m
- 26m
- 30m
- 36m
- 45m
- 50m
- Provincial Highway/Freeway
- Regional Arterial

Other Map Elements

- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Planned Highway 413 Transportation Corridor
- Urban Area and Settlement Area

0 1 2 3 4 5 km

October 2025

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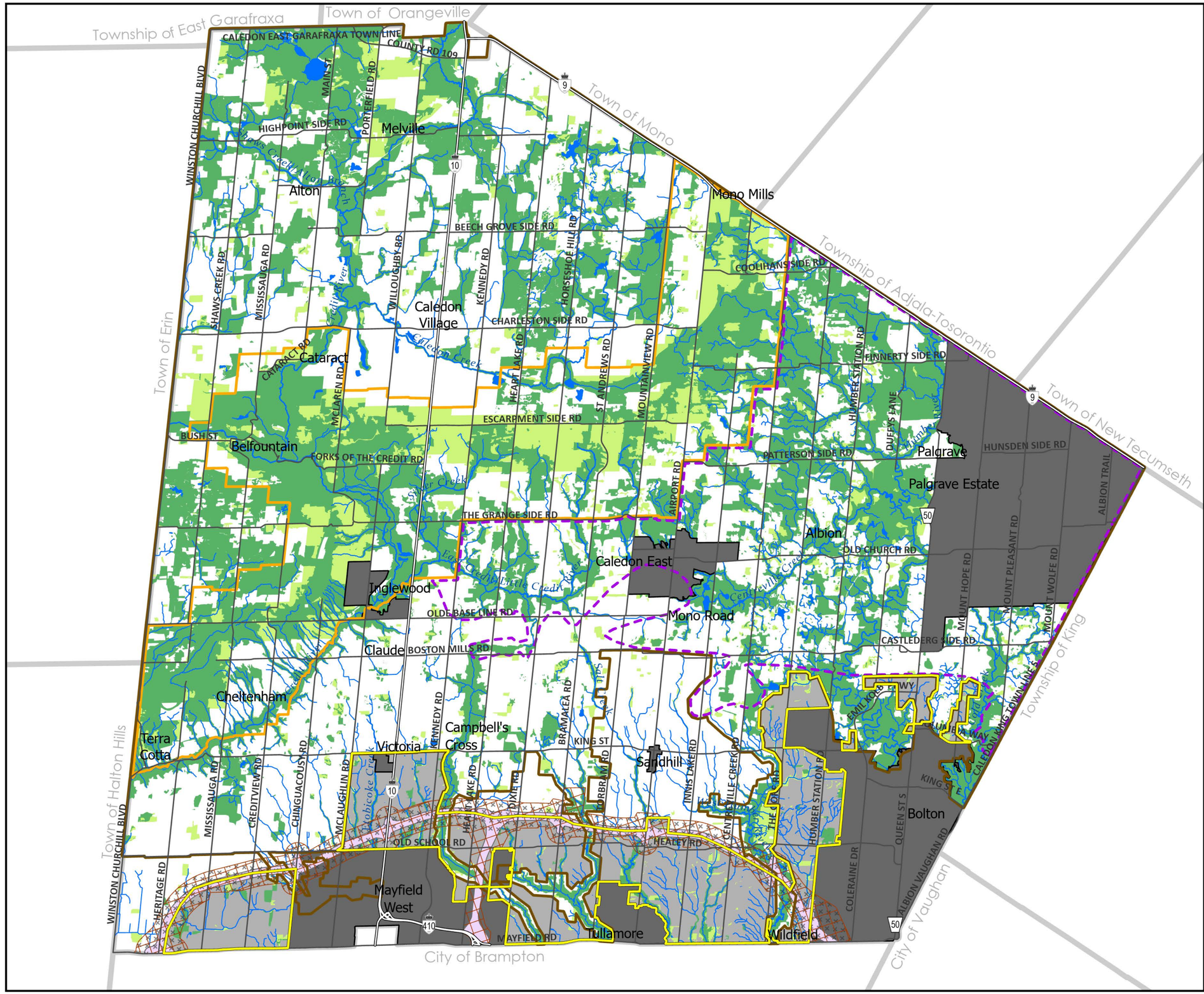
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule D1

Natural Environment System


Township of East Garafraxa
Town of Orangeville
Town of Mono
Township of Adjala-Tosorontio
Town of New Tecumseth
Town of Erin
Town of Halton Hills
City of Brampton
City of Vaughan
Township of King
CALEDON EAST GARAFRAXA TOWNLINE
COUNTY RD 109
WINSTON CHURCHILL BLVD
MAIN ST
PORTERFIELD RD
HIGHPOINT SIDE RD
Melville
Alton
Mono Mills
BEECH GROVE SIDE RD
COOLIHANS SIDE RD
SHAWS CREEK RD
MISSISSAUGA RD
WILLOUGHBY RD
KENNEDY RD
HORSESHOE HILL RD
Caledon Village
CHARLESTON SIDE RD
CATARACT RD
Cataract
HEART LAKE RD
ST ANDREWS RD
MOUNTAIN VIEW RD
FINNERTY SIDE RD
HUMBER STATION RD
DUFFS LANE
MCLAREN RD
ESCARPMENT SIDE RD
BUSH ST
Belfountain
FORKS OF THE CREDIT RD
PATTERSON SIDE RD
Palgrave
HUNSDEN SIDE RD
Palgrave Estate
ALBION TRAIL
AIRPORT RD
THE GRANGE SIDE RD
Albion
OLD CHURCH RD
Caledon East
Inglewood
OLDE BASE LINE RD
Mono Road
MOUNT HOPE RD
MOUNT PLEASANT RD
MOUNT WOLFE RD
CASTLEDERG SIDE RD
Claude
BOSTON MILLS RD
Cheltenham
BRAMALEA RD
KING ST
Campbell's Cross
Victoria
Sandhill
EMILKO DR
KING ST E
CALEDON KING TOWNLINE
Terra Cotta
MISSISSAUGA RD
CREDITVIEW RD
CHINGUACOUSY RD
MCLAUGHLIN RD
DIXIE RD
TORBRAM RD
INNIS LAKE RD
CENTREVILLE CREEK RD
HUMBER STATION RD
QUEEN ST S
Bolton
OLD SCHOOL RD
HEALEY RD
COLERAINE DR
ALBION VAUGHAN RD
HERITAGE RD
Mayfield West
MAYFIELD RD
Tullamore
Wildfield
Credit River
Caledon Creek
Humber River
Centreville Creek
Little Creek
Fairy Lake
Lake Creek
Rogers Creek
Tributary
Tributary
Tributary

TOWN OF CALEDON

OFFICIAL PLAN

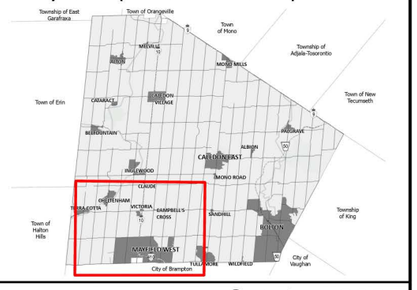
Schedule D2a

New Urban Area Preliminary Natural Environment System

- Natural Features and Areas with 30m Buffer
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkage
- Potential Enhancement Area
- Greenbelt Plan Boundary
- New Urban Area and Schedule Boundary

Other Map Elements

- Oak Ridges Moraine Conservation Plan Boundary
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Rural System (See Schedule E1)



October 2025

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0 1 2 3 4 5 km

TOWN OF CALEDON

OFFICIAL PLAN

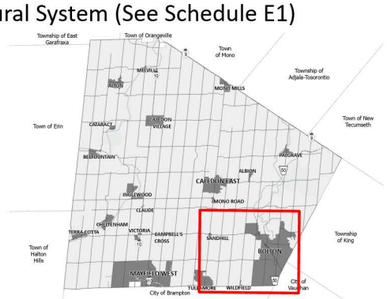
Schedule D2b

New Urban Area Preliminary Natural Environment System

- Natural Features and Areas with 30m Buffer
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkage
- Potential Enhancement Area
- Greenbelt Plan Boundary
- New Urban Area and Schedule Boundary

Other Map Elements

- Oak Ridges Moraine Conservation Plan Boundary
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Rural System (See Schedule E1)



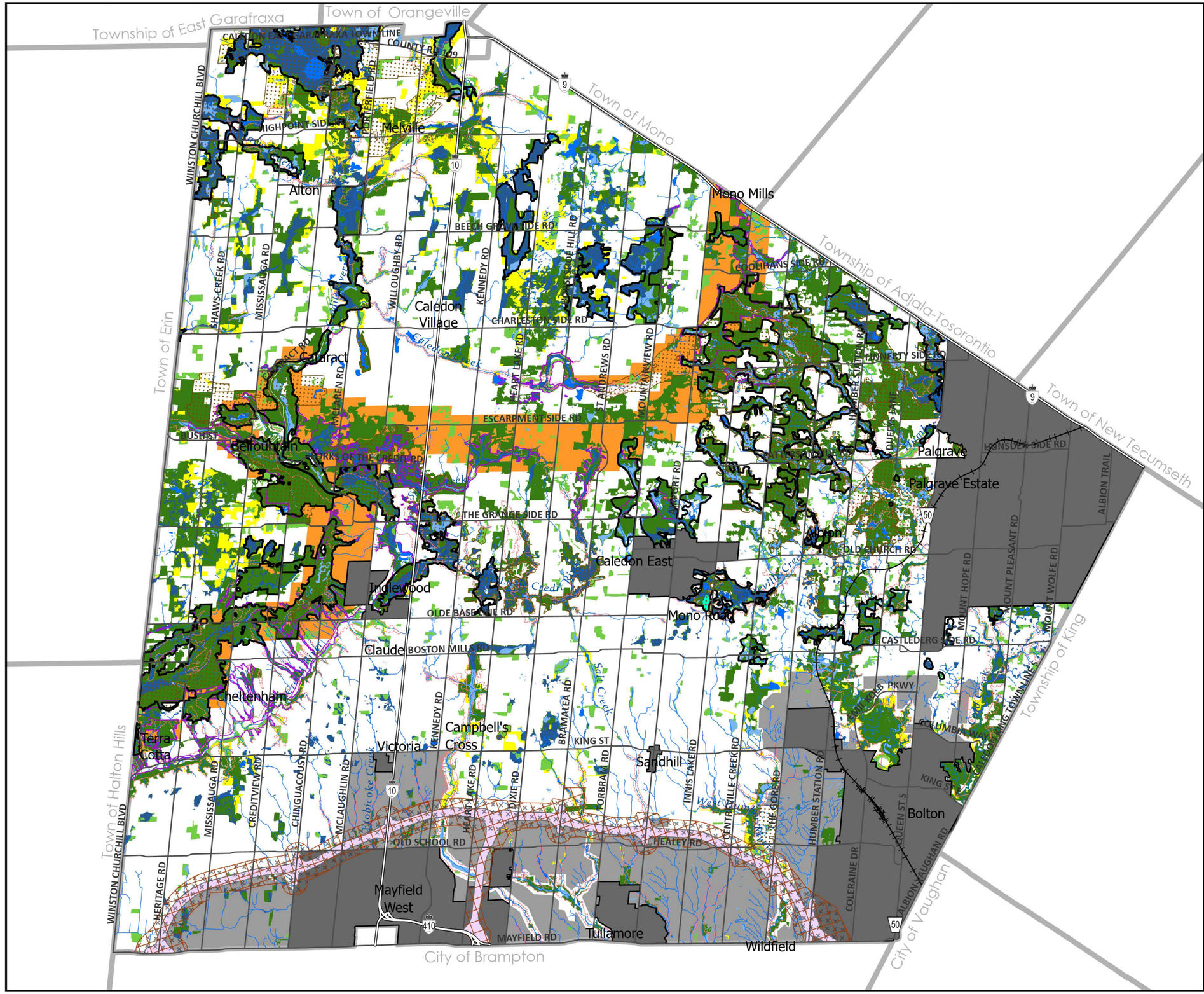
October 2025

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Sandhill
Bolton
Tullamore
Wildfield
Township of King
City of Vaughan
City of Brampton
KING ST
KING ST W
KING ST E
QUEEN ST N
QUEEN ST S
EMIL KOLB PKWY
DUFFYS LANE
MOUNT HOPE RD
COLUMBIA WAY
AIRPORT RD
INNIS LAKE RD
CENTREVILLE CREEK RD
THE GORE RD
HUMBER STATION RD
HEALEY RD
OLD SCHOOL RD
COLERAINE DR
ALBION VAUGHAN RD
MAYFIELD RD
50

0 1 2 3 4 5 km



TOWN OF CALEDON

OFFICIAL PLAN

Schedule D3

Natural and Supporting Features and Areas

Natural and Supporting Features and Areas

- Permanent and Intermittent Streams
- Environmentally Sensitive or Significant Area
- Escarpment Natural Area
- Valley and Stream Corridors
- ANSI, Earth and Life Science
- Kettle Lake
- Lakes
- Wetlands (evaluated)
- Other Wetland (unevaluated)
- Significant Woodland
- Other Woodland
- Escarpment Protection Area
- Savannah or Alvar

Other Map Elements

- Urban Area
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule D4a

Highly Vulnerable Aquifers

Watershed Boundary

Highly Vulnerable Aquifer

0 1 2 3 4 5 km

October 2025

Date of print: 10/2/2025

Sources: Town of Caledon, Regional Municipality of Peel

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Town of Orangeville
Town of Mono
Township of Adjala-Tosorontio
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Township of King
CALEDON EAST GARAFRAXA TOWN LINE
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WINSTON CHURCHILL BLVD
MAIN ST
PORTERFIELD RD
HIGHPOINT SIDE RD
MELVILLE
Shaws Creek/Alton Branch
ALTON
BEECH GROVE SIDE RD
MONO MILLS
COOLIHANS SIDE RD
SHAWS CREEK RD
MISSISSAUGA RD
Credit River
WILLOUGHBY RD
KENNEDY RD
HORSESHOE HILL RD
CHARLESTON SIDE RD
CATARACT
CATARACT RD
CALEDON VILLAGE
Caledon Creek
HEART LAKE RD
ST ANDREWS RD
MOUNTAINVIEW RD
FINNERTY SIDE RD
HUMBER STATION RD
DUFFYS LANE
Humber River
NOTTAWASAGA RIVER
HUNSDEN SIDE RD
ESCARPMENT SIDE RD
MCLAREN RD
BUSH ST
PATTERSON SIDE RD
PALGRAVE
BELFOUNTAIN
FORKS OF THE CREDIT RD
Silver Creek
CREDIT RIVER
THE GRANGE SIDE RD
AIRPORT RD
ALBION
ALBION TRAIL
WEST HOLLAND RIVER
CALEDON EAST
OLD CHURCH RD
Centreville Creek
East Credit/Little Credit River
MOUNT HOPE RD
MOUNT PLEASANT RD
MOUNT WOLFE RD
INGLEWOOD
OLDE BASE LINE RD
MONO ROAD
CASTLEDERG SIDE RD
BOSTON MILLS RD
CLAUDE
Credit River
Spell Creek
EMILY KOLB PKWY
Cold Creek
CALEDON KING TOWN LINE S
CHELTENHAM
COLUMBIA WAY
TERRA COTTA
VICTORIA
KING ST
BRAMALEA RD
CAMPBELL'S CROSS
SANDHILL
INNIS LAKE RD
CENTREVILLE CREEK RD
THE GORE RD
HUMBER STATION RD
KING ST E
QUEEN ST S
BOLTON
Etobicoke Creek
West Humber River
CHINGUACOUSY RD
CREDITVIEW RD
MISSISSAUGA RD
HERITAGE RD
OLD SCHOOL RD
HEALEY RD
COLERAINE DR
ALBION VAUGHAN RD
ETOBICOKE CREEK
MAYFIELD WEST
CREDIT RIVER
HUMBER RIVER
MAYFIELD RD
TULLAMORE
WILDFIELD

TOWN OF CALEDON

OFFICIAL PLAN

Schedule D4b

Significant Groundwater Recharge Areas

Watershed Boundary

Significant Groundwater Recharge Area

0 1 2 3 4 5 km

October 2025

Date of print: 10/2/2025

Sources: Town of Caledon, Regional Municipality of Peel

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Township of East Garafraxa
Town of Orangeville
Town of Mono
Township of Adjala-Tosorontio
Town of New Tecumseth
Township of King
City of Vaughan
City of Brampton
Town of Halton Hills
Town of Erin
CALEDON EAST GARAFRAXA TOWN LINE
COUNTY RD 109
WINSTON CHURCHILL BLVD
MAIN ST
PORTERFIELD RD
HIGHPOINT SIDE RD
Shaws Creek/Alton Brook
MELVILLE
ALTON
BEECH GROVE SIDE RD
MONO MILLS
COOLIHANS SIDE RD
SHAWS CREEK RD
MISSISSAUGA RD
Credit River
WILLOUGHBY RD
KENNEDY RD
HORSESHOE HILL RD
CHARLESTON SIDE RD
CATARACT
CATARACT RD
CALEDON VILLAGE
Caledon Creek
HEART LAKE RD
ST ANDREWS RD
MOUNTAINVIEW RD
FINNERTY SIDE RD
HUMBER STATION RD
DUFFYS LANE
Humber River
HUMBER RIVER
NOTTAWASAGA RIVER
HUNSDEN SIDE RD
PATTERSON SIDE RD
PALGRAVE
ESCARPMENT SIDE RD
MCLAREN RD
BUSH ST
BELFOUNTAIN
FORKS OF THE CREDIT RD
Silver Creek
AIRPORT RD
ALBION
ALBION TRAIL
THE GRANGE SIDE RD
CREDIT RIVER
East Credit/Little Credit River
CALEDON EAST
OLD CHURCH RD
Centreville Creek
WEST HOLLAND RIVER
MOUNT PLEASANT RD
MOUNT HOPE RD
MOUNT WOLFE RD
INGLEWOOD
OLDE BASE LINE RD
MONO ROAD
CASTLEDERG SIDE RD
BOSTON MILLS RD
CLAUDE
Credit River
ENNISKILLEN PKWY
Cold Creek
CALEDON KING TOWN LINE S
CHELTENHAM
COLUMBIA WAY
TERRA COTTA
VICTORIA
KING ST
BRAMALEA RD
Gault Creek
CAMPBELL'S CROSS
SANDHILL
INNIS LAKE RD
CENTREVILLE CREEK RD
THE GORE RD
HUMBER STATION RD
KING ST E
QUEEN ST S
BOLTON
Etobicoke Creek
West Humber River
OLD SCHOOL RD
HEALEY RD
COLERAINE DR
ALBION VAUGHAN RD
ETOBICOKE CREEK
MAYFIELD WEST
CREDIT RIVER
MAYFIELD RD
TULLAMORE
WILDFIELD

TOWN OF CALEDON

OFFICIAL PLAN

Schedule D5

Landform Conservation Areas Oak Ridges Moraine Conservation Plan

- Oak Ridges Moraine Conservation Plan
- Landform Conservation Area Category 1
- Landform Conservation Area Category 2
- Urban Area

0 1 2 3 4 5 km

October 2025

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Sources: Town of Caledon, Regional Municipality of Peel
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule D6

Areas of High Aquifer Vulnerability Oak Ridges Moraine Conservation Plan

- Oak Ridges Moraine Conservation Plan
- High Aquifer Vulnerability
- Low Aquifer Vulnerability
- Urban Area

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule D7

Wellhead Protection Areas

- Wellhead

Issue Contributing Area
- Sodium, Chloride

Wellhead Protection Areas
- WHPA-A
- WHPA-B
- WHPA-C
- WHPA-D
- WHPA-E (Vulnerability score is noted on map)
- Q1 & Q2

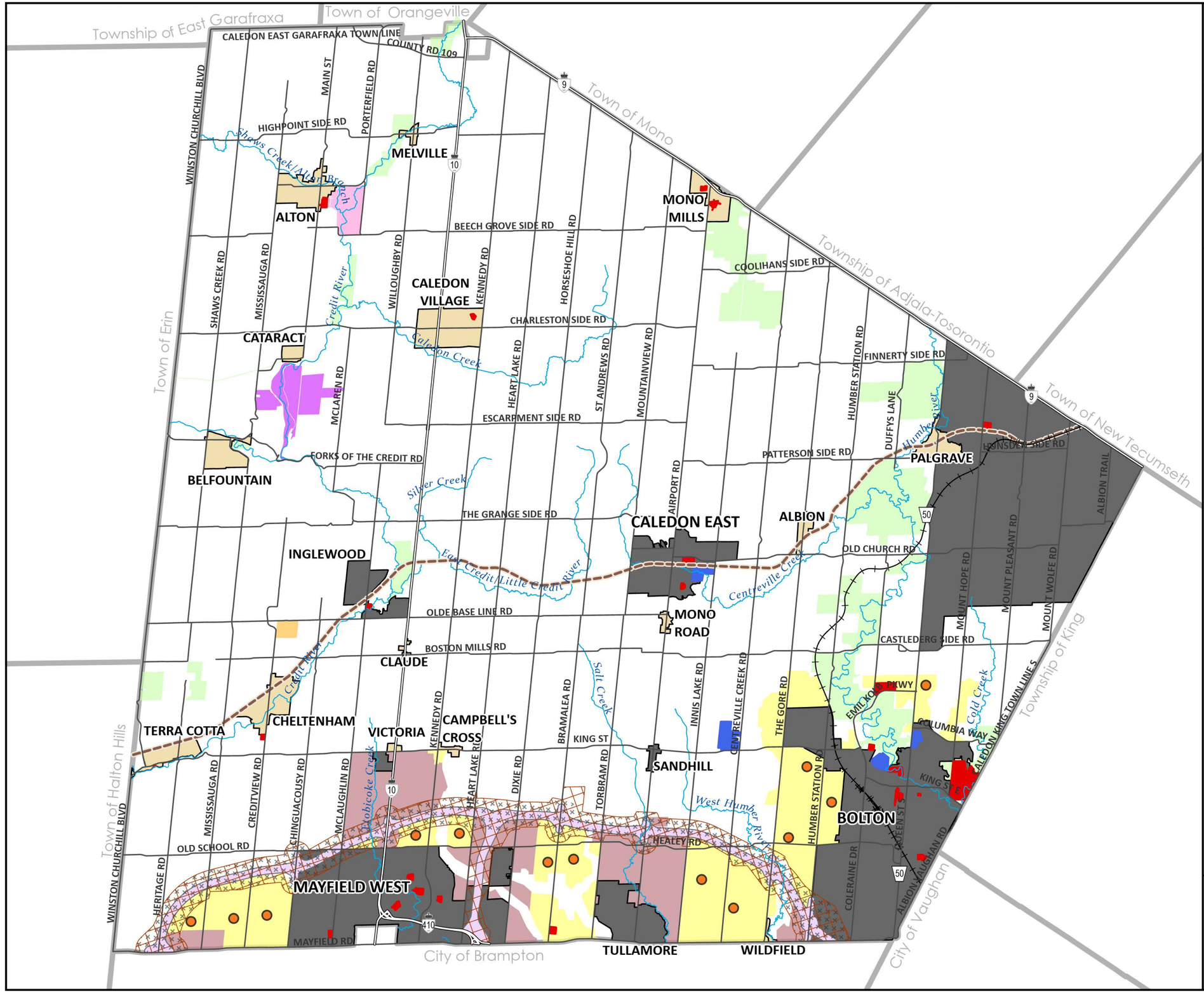
Aquifer Vulnerability Score
- 2, 4, 6
- 8
- 10
- Oak Ridges Moraine Conservation Plan
- Urban Area and Settlement Area

0 1 2 3 4 5 km

October 2025

Date of print: 10/6/2025
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule D8

Parks and Open Space

Parks and Open Space

- Caledon Trailway
- Existing Community Park
- Existing District Park
- Proposed Community Park
- Conservation Areas
- Provincial Crown Land
- Provincial Park
- Other Provincial Park

Urban System

- New Community Area
- New Employment Area

Other Map Elements

- Settlement Area
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

0 1 2 3 4 5 km

October 2025

Date of print: 10/6/2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E1

Rural System

Rural System

- Prime Agricultural Area
- Rural Lands
- Villages and Hamlets
- Rural Employment Centre
- Palgrave Estate Residential Community

Other Map Elements

- Urban System (See Schedule F1)

0 1 2 3 4 5 km

October 2025

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Town of Orangeville
Town of Mono
Township of Adjala-Tosorontio
Town of New Tecumseth
Town of Erin
Town of Halton Hills
City of Brampton
City of Vaughan
Township of King

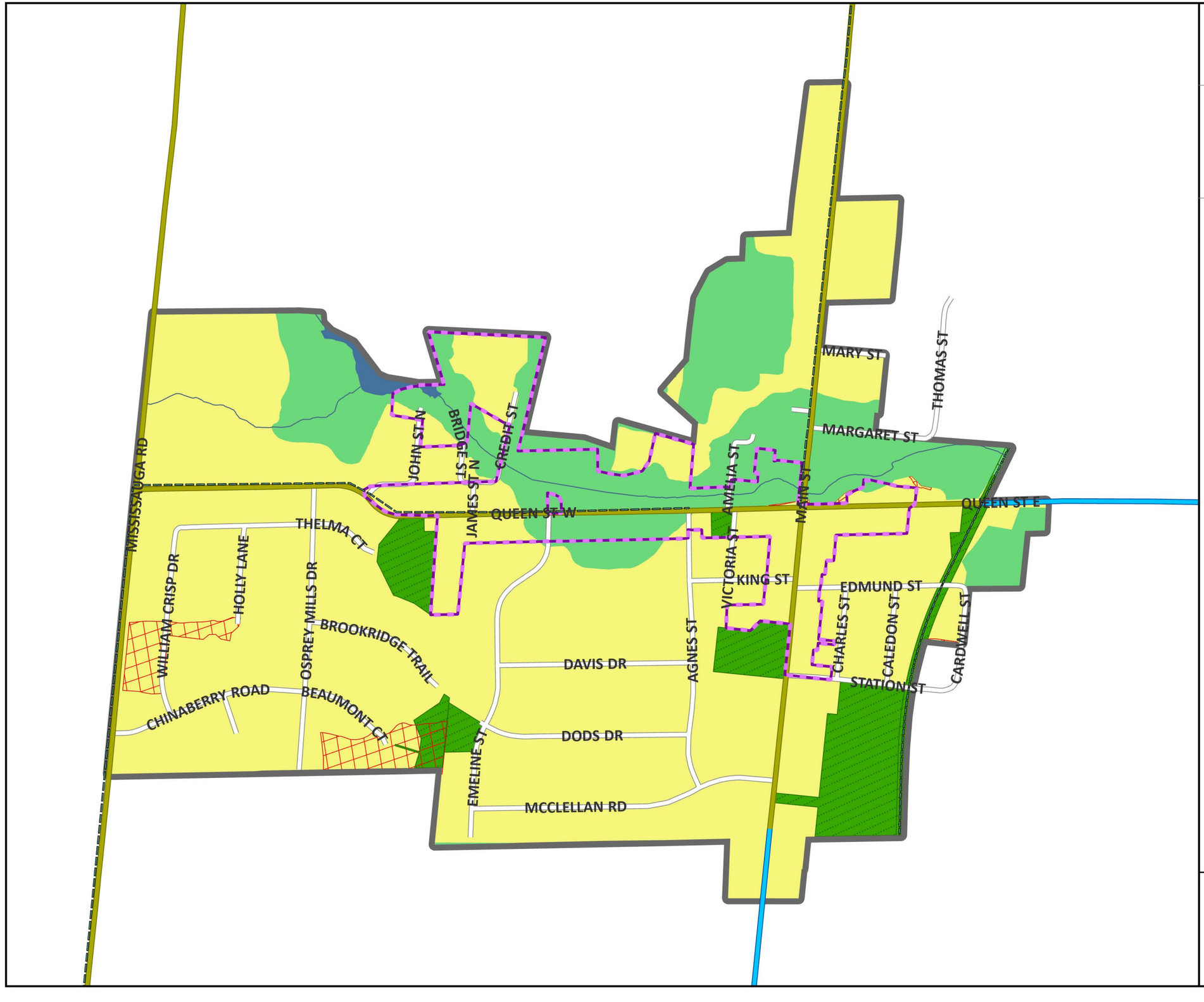
CALEDON EAST GARAFRAXA TOWN LINE
COUNTY RD 109
WINSTON CHURCHILL BLVD
MAIN ST
PORTERFIELD RD
HIGHPOINT SIDE RD
MELVILLE
ALTON
Shaws Creek/Alton Branch
BEECH GROVE SIDE RD
MONO MILLS
COOLIHANS SIDE RD
SHAWS CREEK RD
MISSISSAUGA RD
WILLOUGHBY RD
KENNEDY RD
HORSESHOE HILL RD
Credit River
CHARLESTON SIDE RD
CATARACT
CATARACT RD
CALEDON VILLAGE
Caledon Creek
HEART LAKE RD
ST ANDREWS RD
MOUNTAINVIEW RD
HUMBER STATION RD
FINNERTY SIDE RD
DUFFYS LANE
Humber River
MCLAREN RD
ESCARPMENT SIDE RD
BUSH ST
BELFOUNTAIN
FORKS OF THE CREDIT RD
PATTERSON SIDE RD
PALGRAVE
HUNSDEN SIDE RD
ALBION TRAIL
Silver Creek
AIRPORT RD
THE GRANGE SIDE RD
ALBION
CALEDON EAST
OLD CHURCH RD
MOUNT HOPE RD
MOUNT PLEASANT RD
MOUNT WOLFE RD
East Credit/Little Credit River
Centreville Creek
INGLEWOOD
OLDE BASE LINE RD
MONO ROAD
CASTLEDERG SIDE RD
BOSTON MILLS RD
CLAUDE
Credit River
Sixth Line Creek
BRAMALEA RD
EMIL KOLB PKWY
Cold Creek
CALEDON KING TOWN LINE S
CHELTENHAM
COLUMBIA WAY
TERRA COTTA
VICTORIA
KENNEDY RD
KING ST
CAMPBELL'S CROSS
SANDHILL
INNIS LAKE RD
Etobicoke Creek
DIXIE RD
TORBRAM RD
CENTREVILLE CREEK RD
THE GORE RD
HUMBER STATION RD
KING ST E
BOLTON
QUEEN ST S
CHINGUACOUSY RD
CREDITVIEW RD
MCLAUGHLIN RD
HEART LAKE RD
West Humber River
COLERAINE DR
ALBION-VAUGHAN RD
MISSISSAUGA RD
HERITAGE RD
OLD SCHOOL RD
HEALEY RD
MAYFIELD WEST
MAYFIELD RD
TULLAMORE
WILDFIELD

TOWN OF CALEDON

OFFICIAL PLAN

Schedule E2

Alton



Settlement Area Boundary

Community Improvement Area

Land Use

Parks and Open Space

Villages and Hamlets

Natural Environment System

Natural Features and Areas

Supporting Features and Areas

Lakes

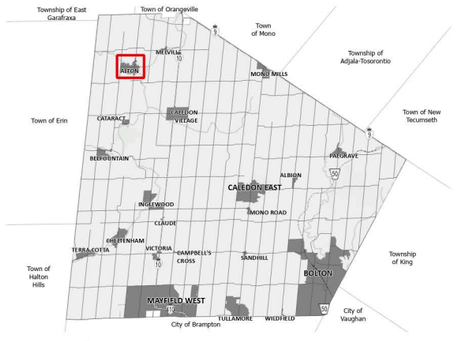
Permanent and Intermittent Streams

Transportation Network

26m Right-of-way Width

30m Right-of-way Width

Active Transportation - Trail System



0 100 200 300 400 m

October 2025

Date of print: 10/3/2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E3

Belfountain

RIVER RD
BUSH ST
KING ST S
PINNACLE ST
CREDIT ST
MCCURDY ST
SCOTT ST
FORKS OF THE CREDIT RD
MISSISSAUGA RD
CONDO RD
SHAWS CREEK RD
OLD MAIN ST
CALEDON MOUNTAIN DR
MISSISSAUGA RD
WOODLAND CRT

- Settlement Area Boundary

Land Use

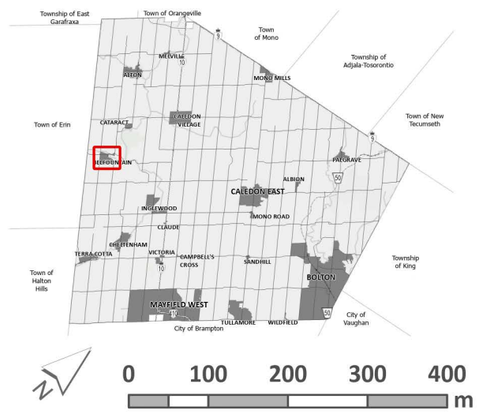
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Permanent and Intermittent Streams

Transportation Network

- 20m Right-of-way Width
- 26m Right-of-way Width
- 30m Right-of-way Width
- Active Transportation - Trail System



March 2024

Date of print: 10/3/2025
Sources: Town of Caledon, Regional Municipality of Peel
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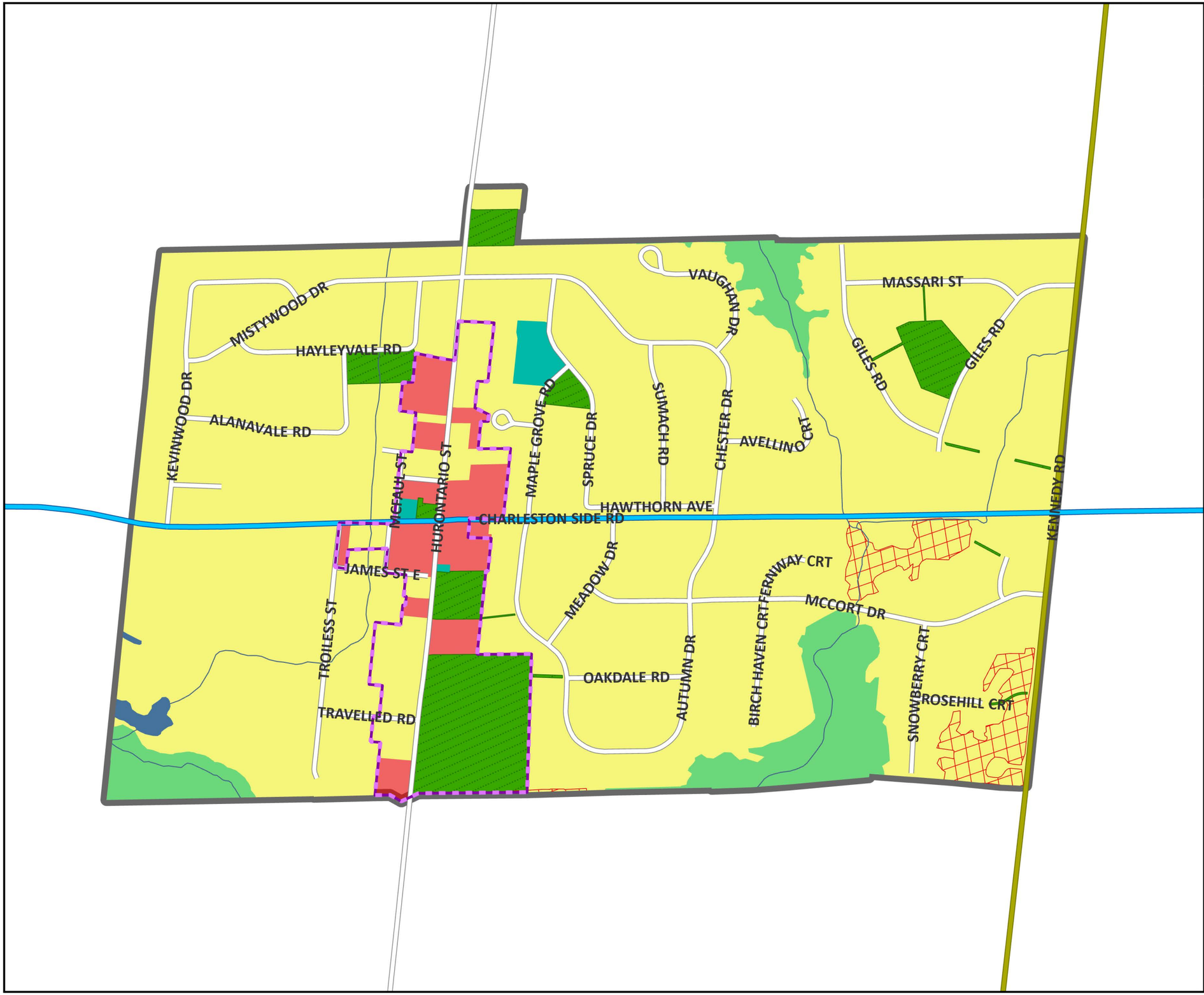
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E4

Caledon Village



- Settlement Area Boundary
- Community Improvement Area

Land Use

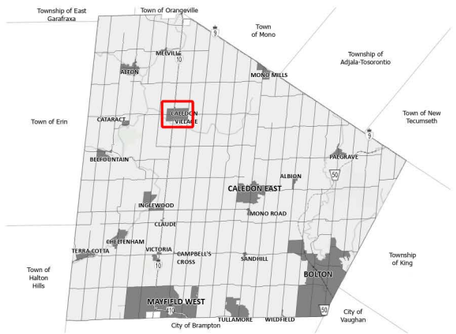
- Institutional Area
- Rural Commercial Area
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Permanent and Intermittent Streams

Transportation Network

- 26m Right-of-way Width
- 30m Right-of-way Width



0 100 200 300 400 m

October 2025

Date of print: 10/3/2025
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E5

Cheltenham

- Settlement Area Boundary
- Community Improvement Area

Land Use

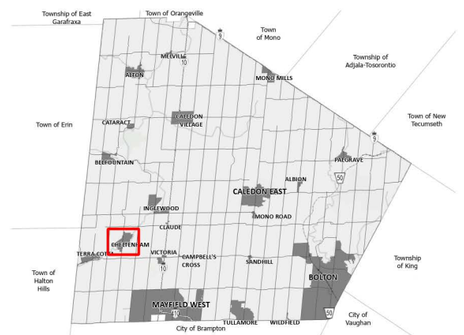
- Estate Residential Area
- Extractive Industrial Area
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Permanent and Intermittent Streams

Transportation Network

- 26m Right-of-way Width
- 30m Right-of-way Width
- Active Transportation - Trail System



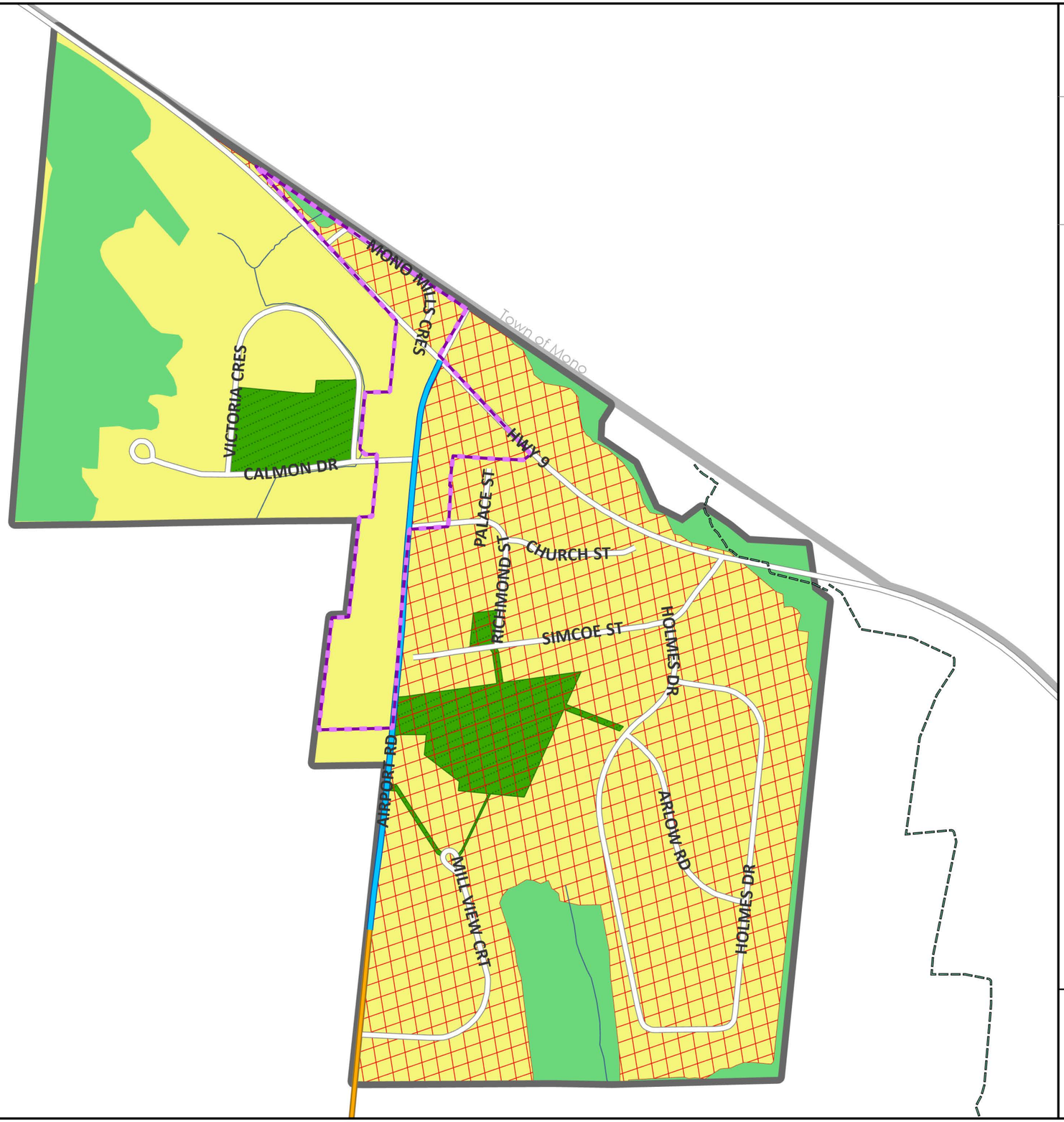
0 100 200 300 400 m

October 2025

Date of print: 10/3/2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E6

Mono Mills

- Settlement Area Boundary
- Town Boundary
- Community Improvement Area

Land Use

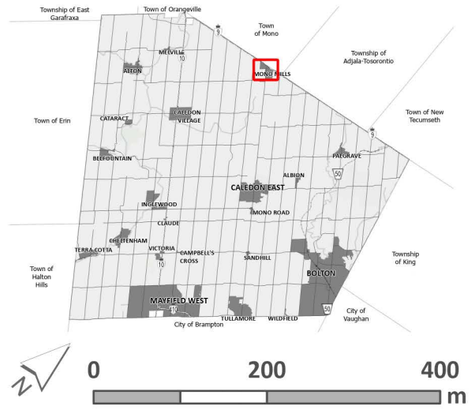
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Permanent and Intermittent Streams

Transportation Network

- 30m Right-of-way Width
- 36m Right-of-way Width
- Active Transportation - Trail System

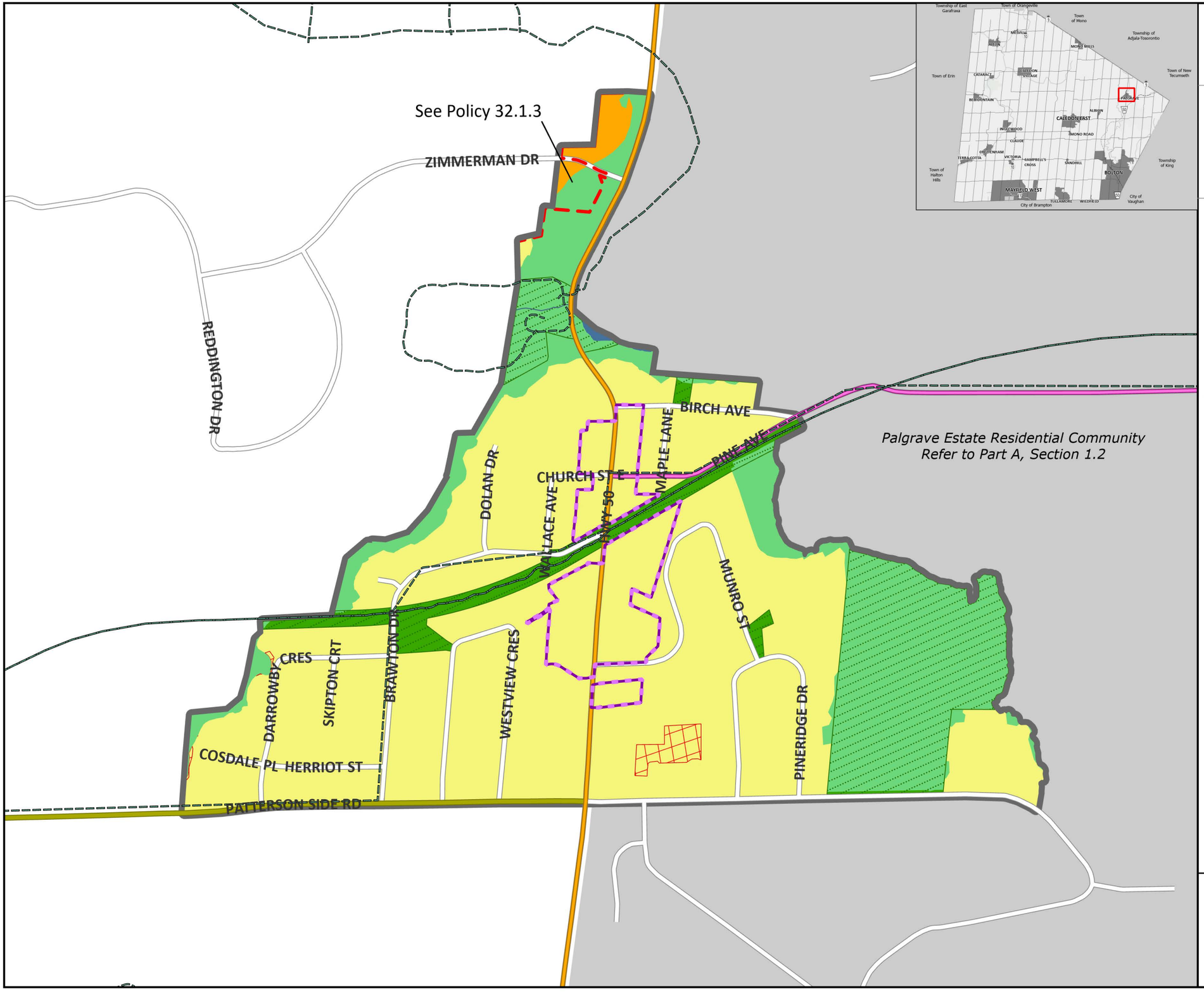


0 200 400 m

October 2025

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E7

Palgrave

- Settlement Area Boundary
- Community Improvement Area
- Reddington Retirement Community

Land Use

- Estate Residential Area
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Lakes
- Permanent and Intermittent Streams

Transportation Network

- 20m Right-of-way Width
- 26m Right-of-way Width
- 36m Right-of-way Width
- Active Transportation - Trail System

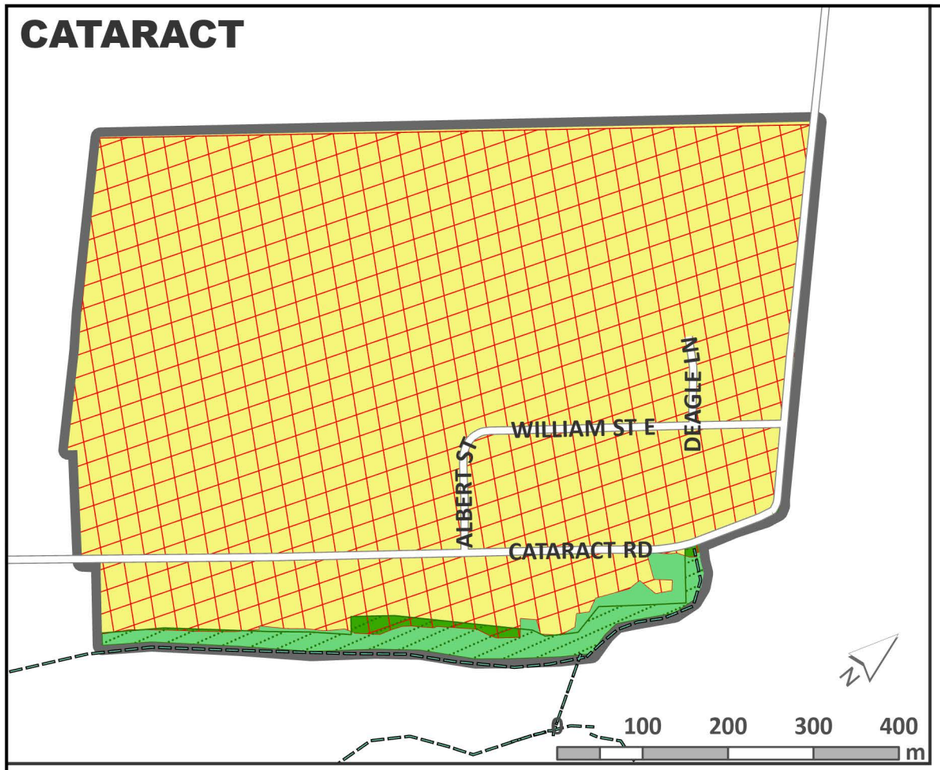
0 100 200 300 400 m

October 2025

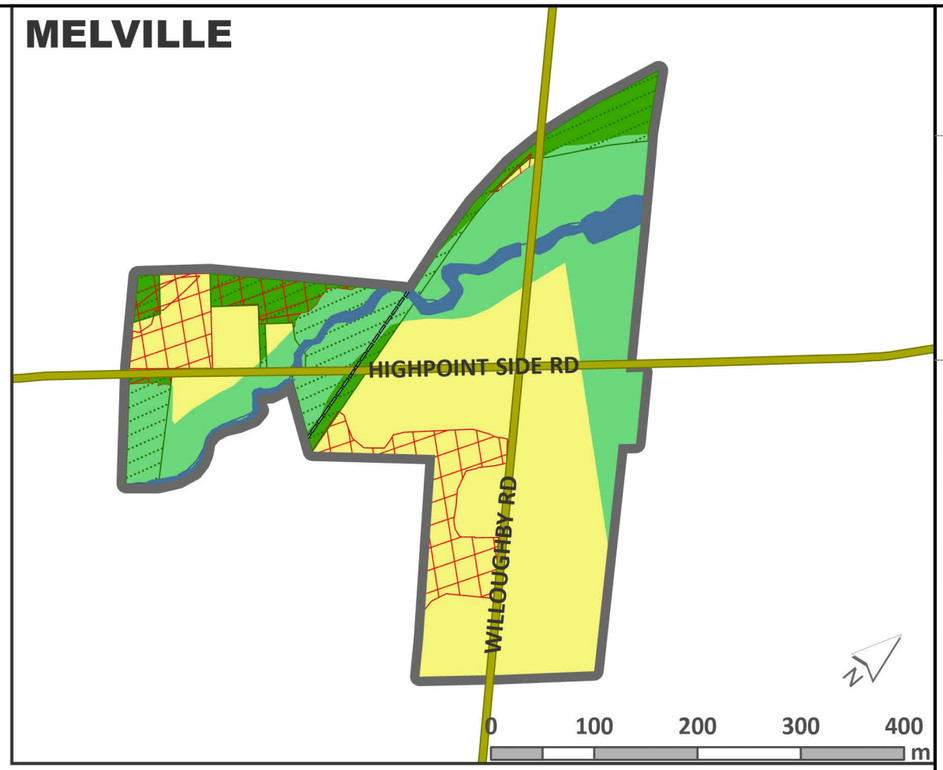
Date of print: 10/3/2025
Sources: Town of Caledon, Regional Municipality of Peel
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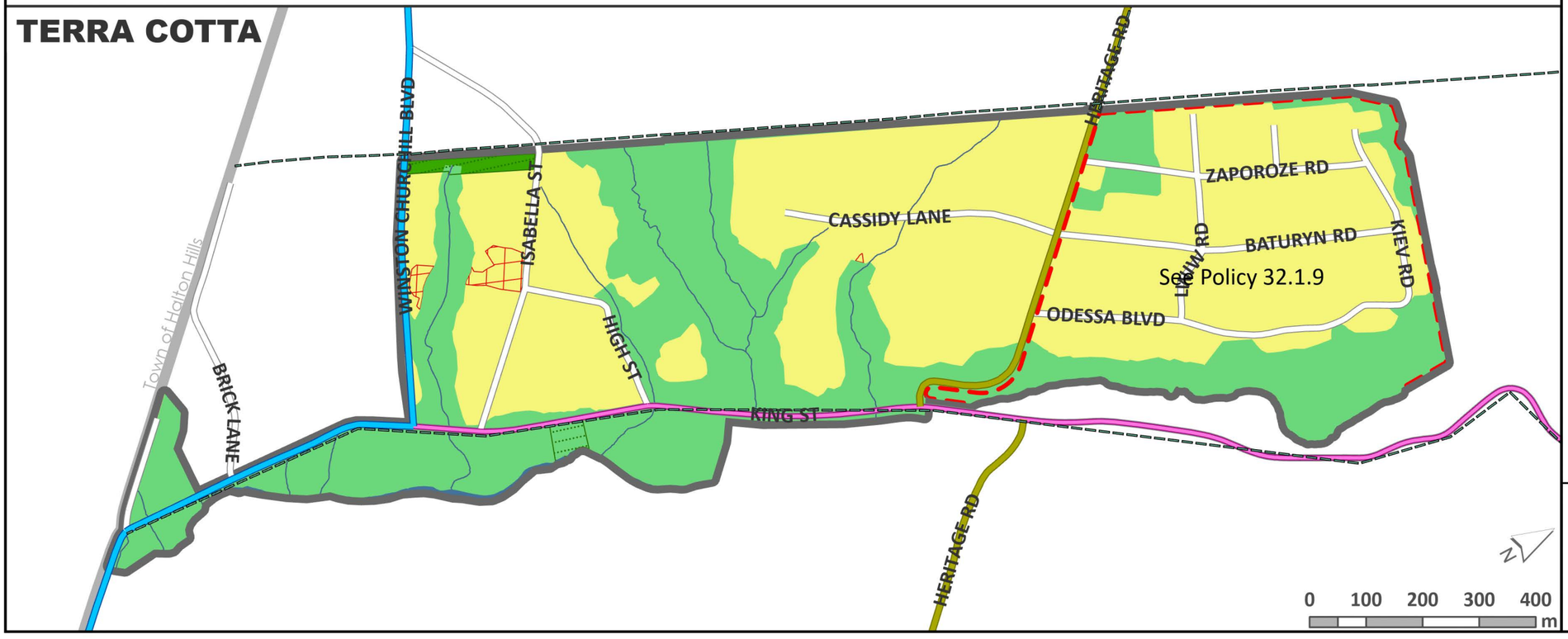
CATARACT



MELVILLE



TERRA COTTA



TOWN OF CALEDON
OFFICIAL PLAN

Schedule E8

Cataract, Melville, and Terra Cotta

- Settlement Area Boundary
- Town Boundary

Land Use

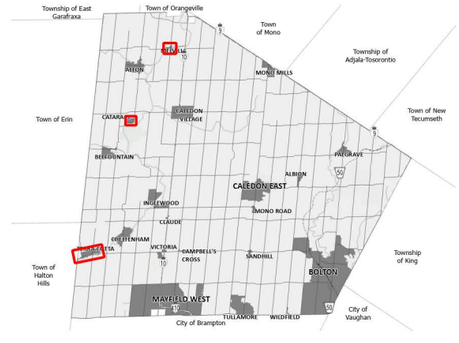
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Supporting Features and Areas
- Lakes
- Permanent and Intermittent Streams

Transportation Network

- 20m Right-of-way Width
- 26m Right-of-way Width
- 30m Right-of-way Width
- Active Transportation - Trail System

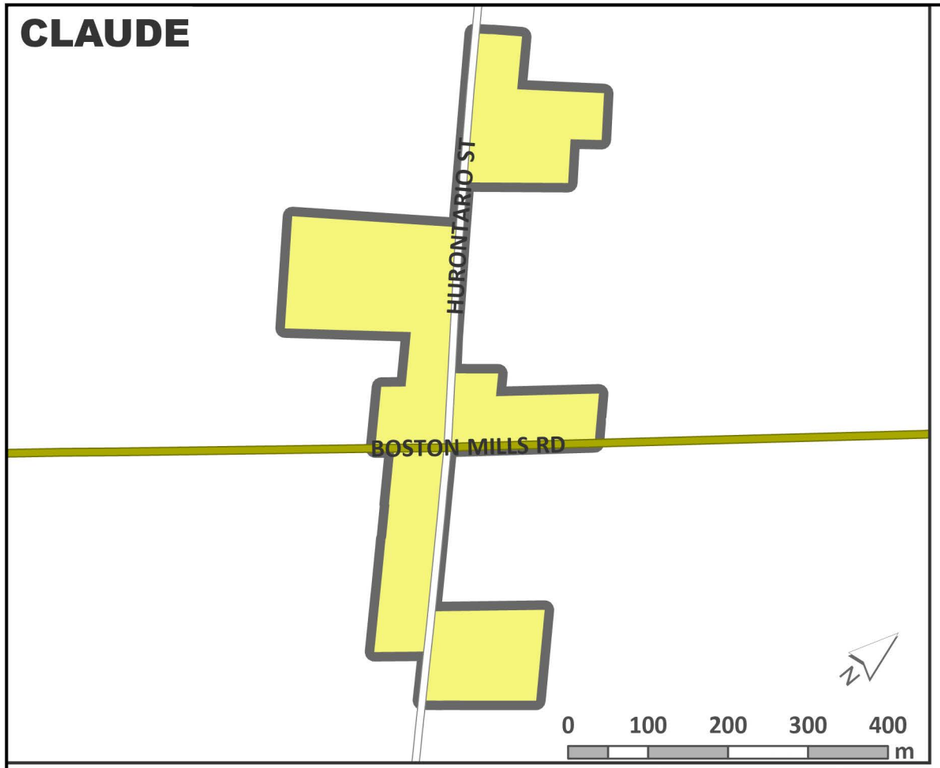


October 2025

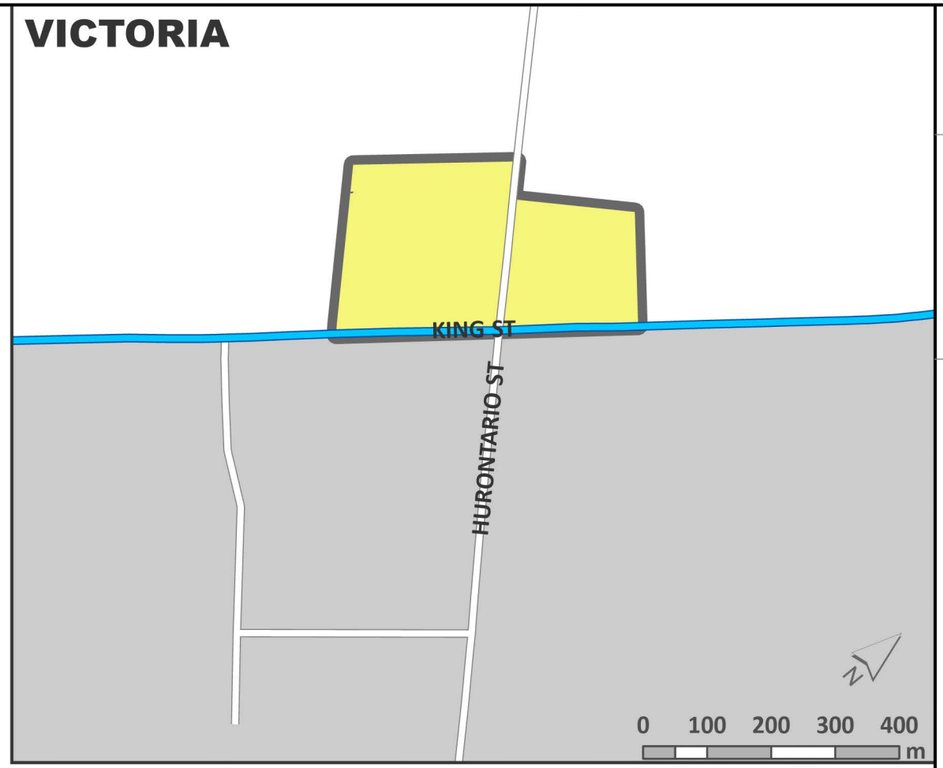
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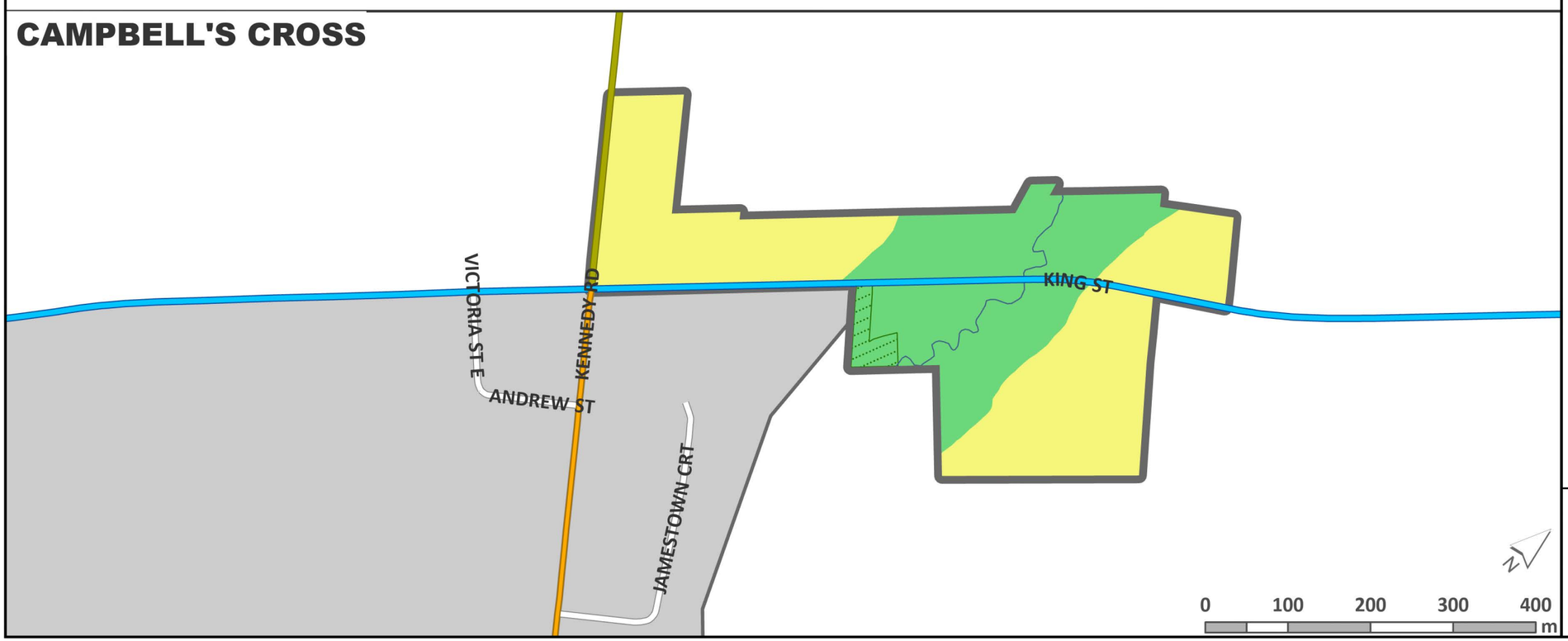
CLAUDE



VICTORIA



CAMPBELL'S CROSS



TOWN OF CALEDON

OFFICIAL PLAN

Schedule E9

Claude, Victoria, and Campbell's Cross

- Settlement Area Boundary
- Urban Area

Land Use

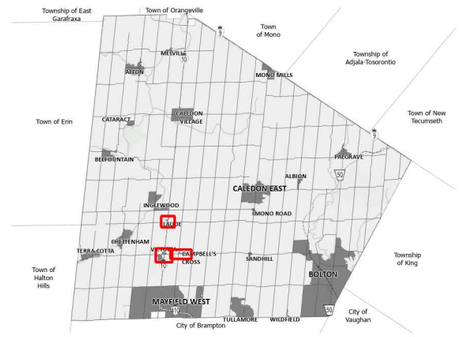
- Parks and Open Space
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Lakes
- Permanent and Intermittent Streams

Transportation Network

- 26m Right-of-way Width
- 30m Right-of-way Width
- 36m Right-of-way Width



October 2025

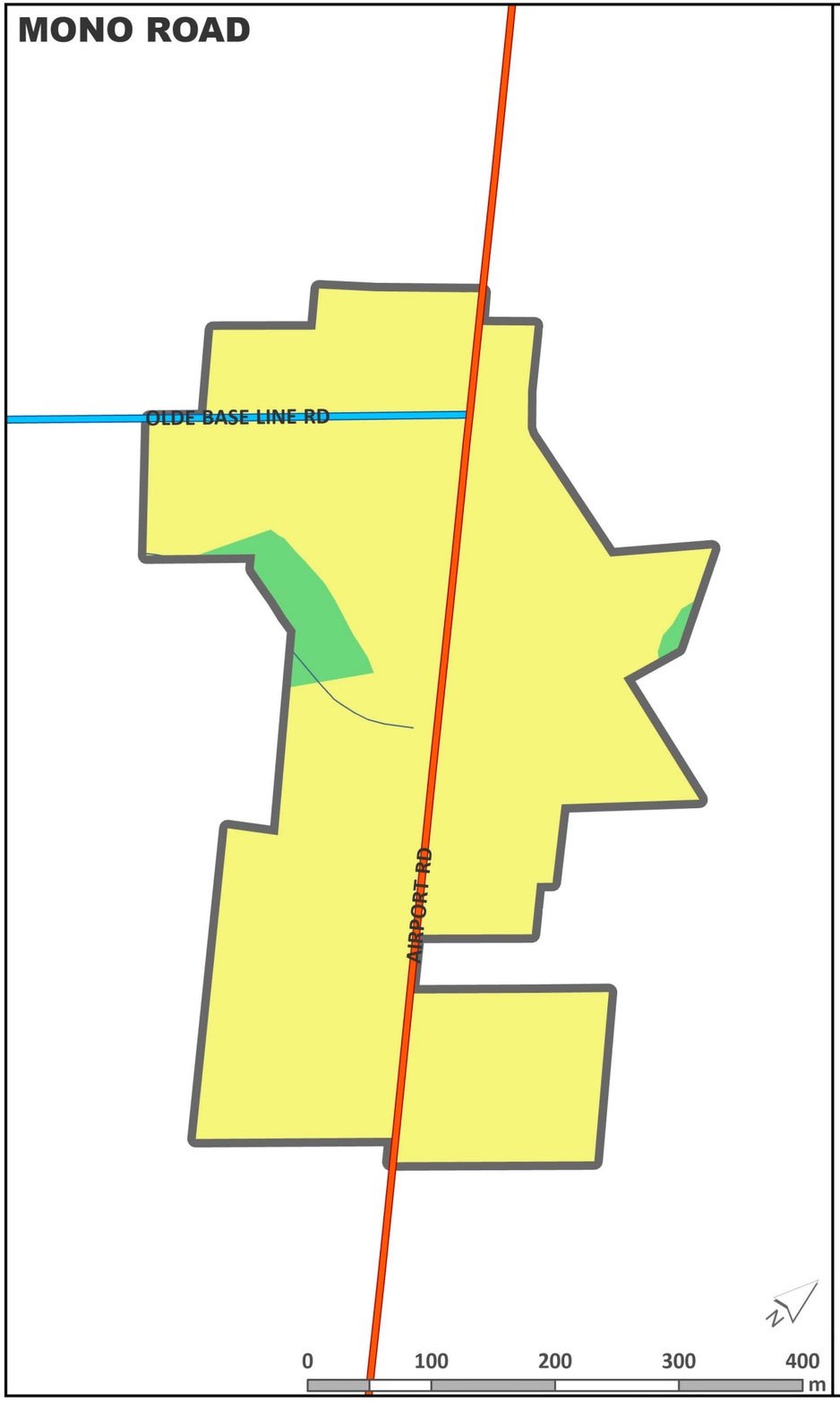
Date of print: 10/3/2025

Sources: Town of Caledon, Regional Municipality of Peel

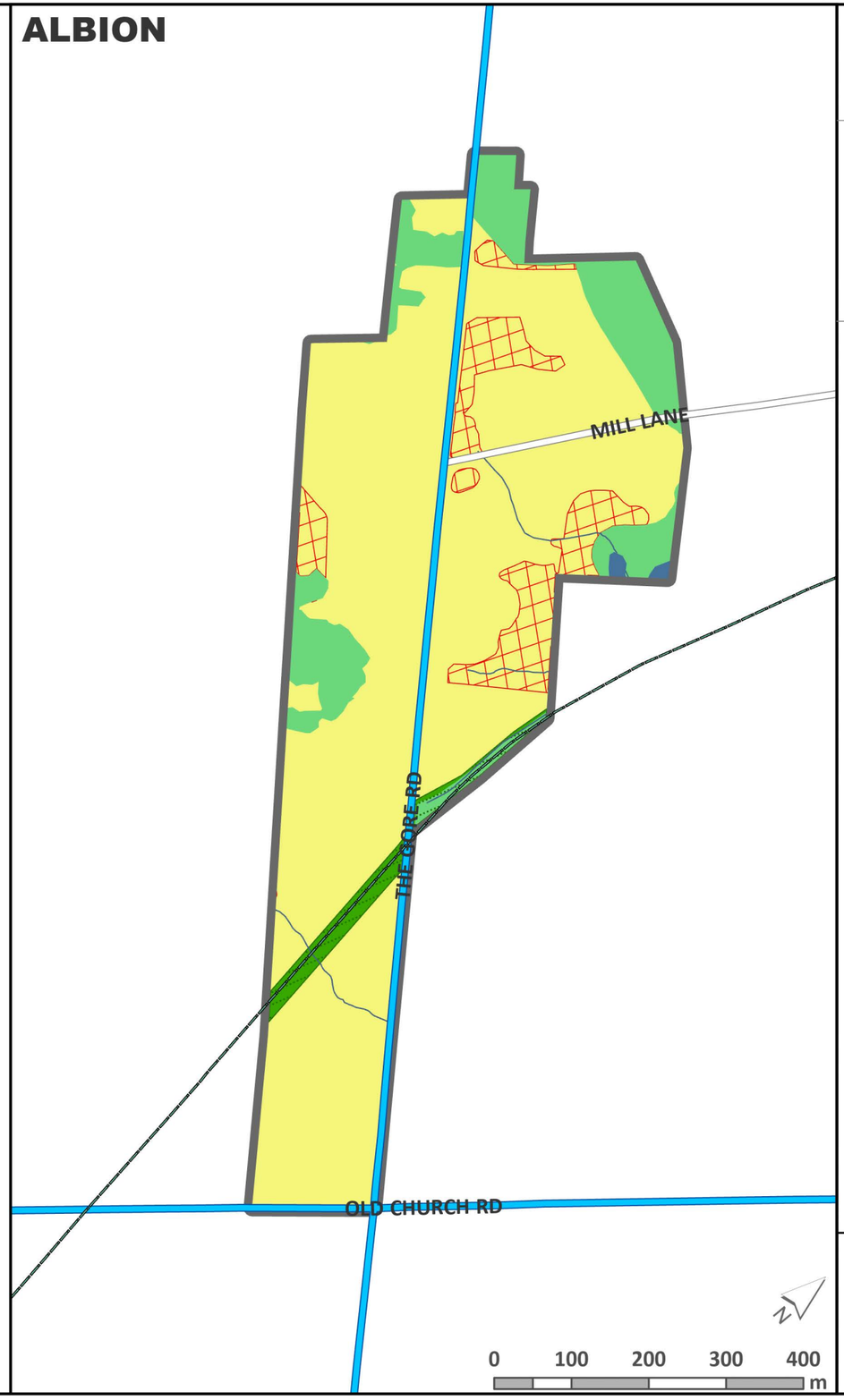
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MONO ROAD



ALBION



TOWN OF CALEDON

OFFICIAL PLAN

Schedule E10

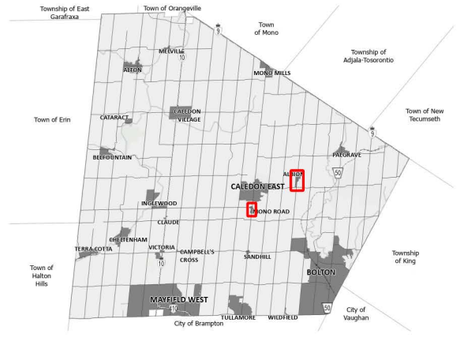
Mono Road and Albion

- Settlement Area Boundary

Land Use
- Parks and Open Space
- Villages and Hamlets

Natural Environment System
- Natural Features and Areas
- Supporting Features and Areas
- Lakes
- Permanent and Intermittent Streams

Transportation Network
- 30m Right-of-way Width
- 45m Right-of-way Width
- Active Transportation - Trail System



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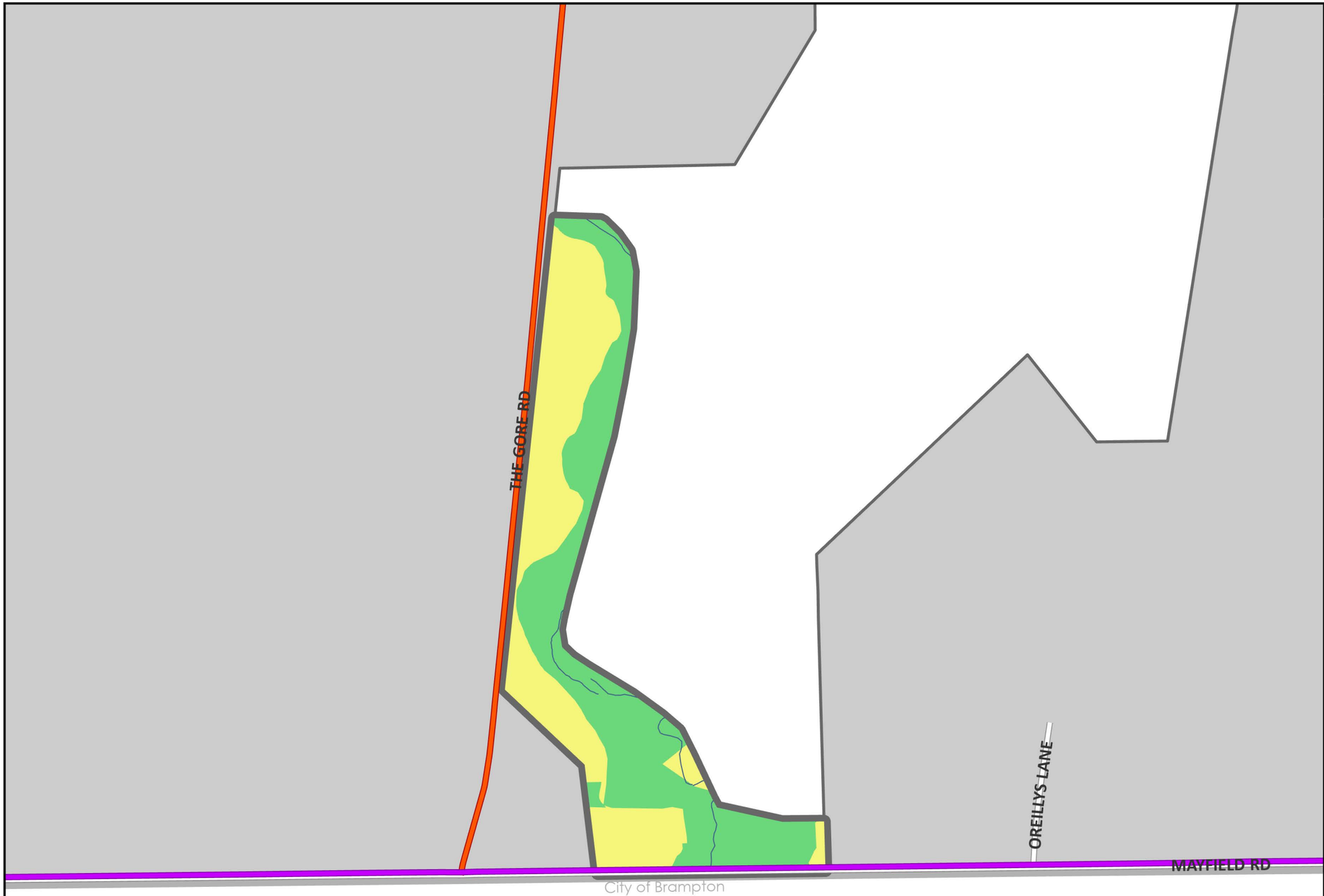
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TOWN OF CALEDON

OFFICIAL PLAN

Schedule E11

Wildfield



- Settlement Area Boundary
- Urban Area
- Town Boundary

Land Use

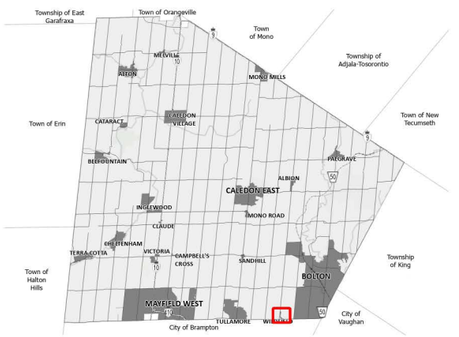
- Villages and Hamlets

Natural Environment System

- Natural Features and Areas
- Permanent and Intermittent Streams

Transportation Network

- 45m Right-of-way Width
- 50m Right-of-way Width



0 100 200 m

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TOWN OF CALEDON

OFFICIAL PLAN

Schedule F1

Urban System

Urban System

- Primary Major Transit Station Area
- Planned Major Transit Station Area
- Future Caledon GO Station
- Brampton-Caledon Airport
- Downtown Bolton
- Urban Centre
- Potential Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Conceptual Collector Road
- Existing Urban Area
- New Community Area
- New Employment Area
- Campbell's Cross Transition Area

Other Map Elements

- Refer to Part A, Section 1.2
- Rural System (See Schedule E1)
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

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0 1 2 3 km

TOWN OF CALEDON

OFFICIAL PLAN

Figure C3

Designated Cultural Heritage

- Part IV Designated Heritage Properties
- Cultural Heritage Landscapes
- Heritage Conservation District
- Urban System

0 1 2 3 4 5 km

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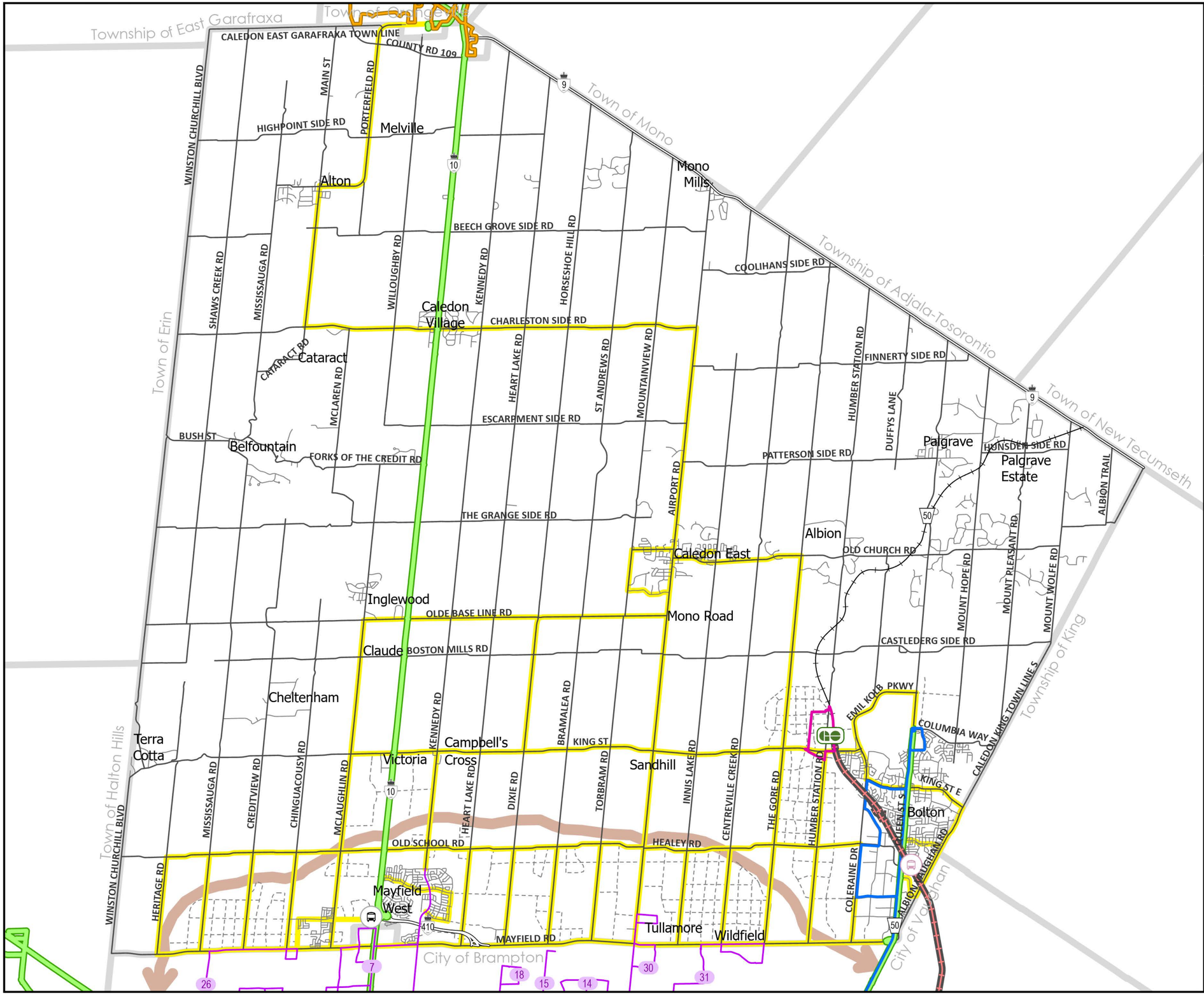
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TOWN OF CALEDON

OFFICIAL PLAN

Figure C4

2051 Town-wide Transit Network



Existing Transit

- Bolton Line
- Brampton Transit
- Orangeville Transit
- GO Transit

Proposed Transit

- Primary Major Transit Station Area
- Planned Major Transit Station Area
- Potential Major Transit Station Area/GO Station
- Future Caledon GO Station
- Future Bus Rapid Transit
- Future GO Rail Transit
- Proposed Local Transit

Other Map Elements

- Existing Railline
- Proposed Collector Road

0 1 2 3 4 5 km

October 2025

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TOWN OF CALEDON

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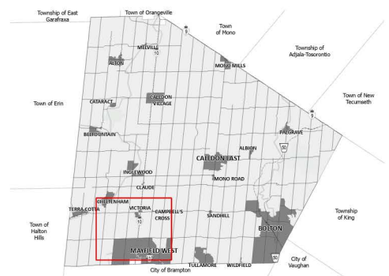
Figure C5

Brampton-Caledon Airport Noise Exposure Forecast Contours

- Brampton-Caledon Airport
- Noise Exposure Contours
- Runway
- Urban Area
- Villages and Hamlets
- Greenbelt Plan Boundary
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

Brampton-Caledon Airport
Composite Noise Contours (2014 NEF and 2019 NEP) Prepared: July 2009
Prepared By: Jade Acoustics Inc.

NOTE: The data displayed in this Figure is from the Environmental Noise and Vibration Impact Assessment, Mayfield West Phase 2 Secondary Plan, May 13, 2010.



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TOWN OF CALEDON

OFFICIAL PLAN

Figure D9

Greenbelt Plan
Natural Heritage System

Key Natural Heritage and Key Hydrologic Features

- Natural Heritage System of the Greenbelt Plan
- Key Hydrologic Features
- Key Natural Heritage Features
- Key Natural Heritage and Key Hydrologic Features
- Significant Wildlife Habitat and Vegetation Protection Zone

0 1 2 3 4 5 km

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TOWN OF CALEDON

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Figure D10

Potential Hazardous Forest Types for Wildland Fire

Potential Locations of Hazardous Forest Types for Wildland Fire

Potential Hazardous Forest Types for Wildland Fire

Fuel Type

- Extreme - C1, C2, C4
- High - C3, M2>50%, M4

0 1 2 3 4 5 km

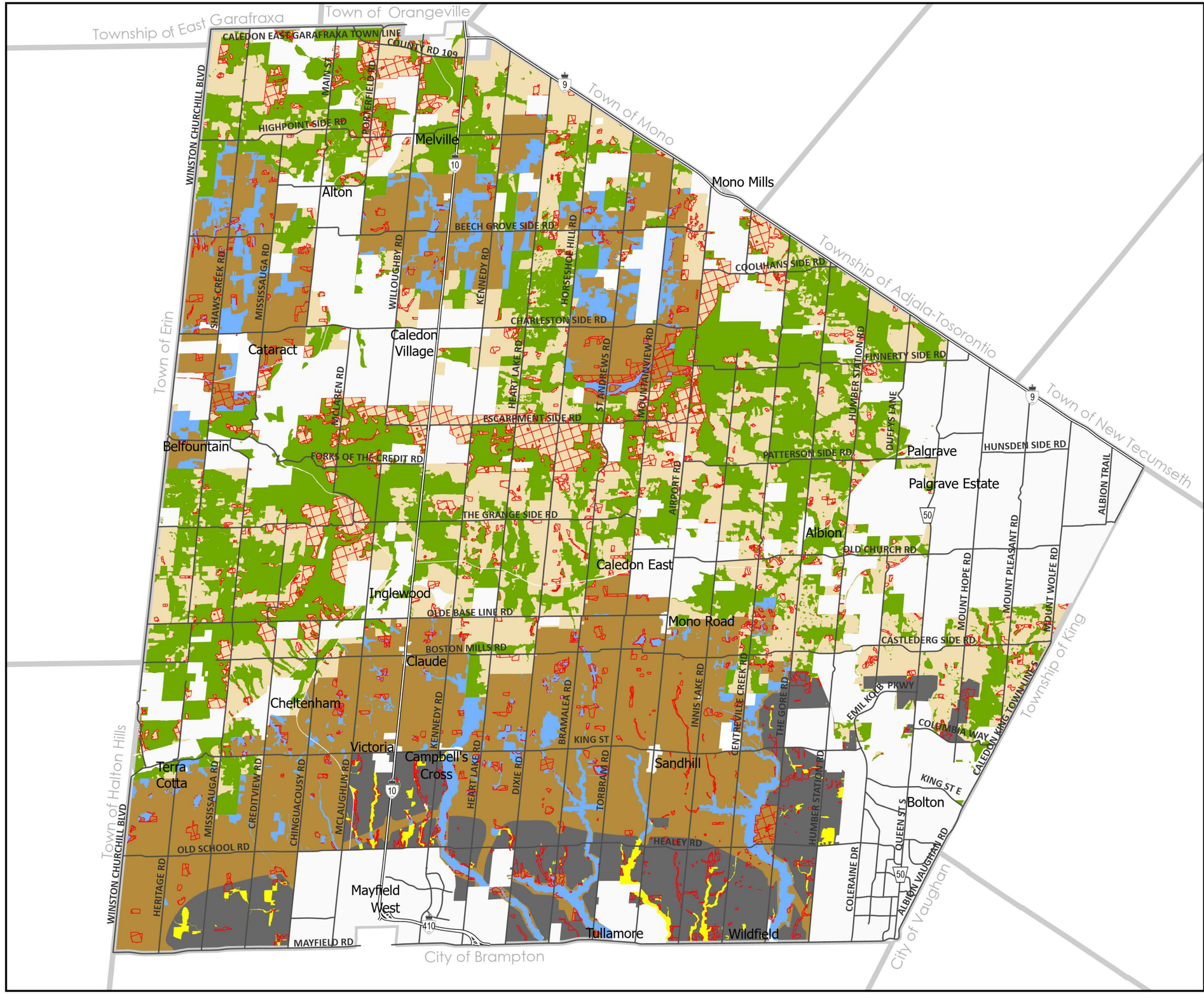
October 2025

Date of print: 10/3/2025

Sources: Town of Caledon, Regional Municipality of Peel Official Plan Figure 9, and Fire - Potential Hazardous Forest Types for Wildland Fire from Ministry of Natural Resources and Forestry (https://geohub.lio.gov.on.ca/documents/f52f092ee6744e0687ead57f78b5d88a/about)

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TOWN OF CALEDON

OFFICIAL PLAN

Figure D11

Comparing Land Use with the Natural Environment System

Natural Features and Areas with Land Use

- Rural Lands with Natural Features and Areas
- Prime Agricultural Area with Natural Features and Areas
- New Urban Area with Natural Features and Areas
- Supporting Features and Areas

Land Use

- Rural Lands
- Prime Agricultural Area
- New Urban Area

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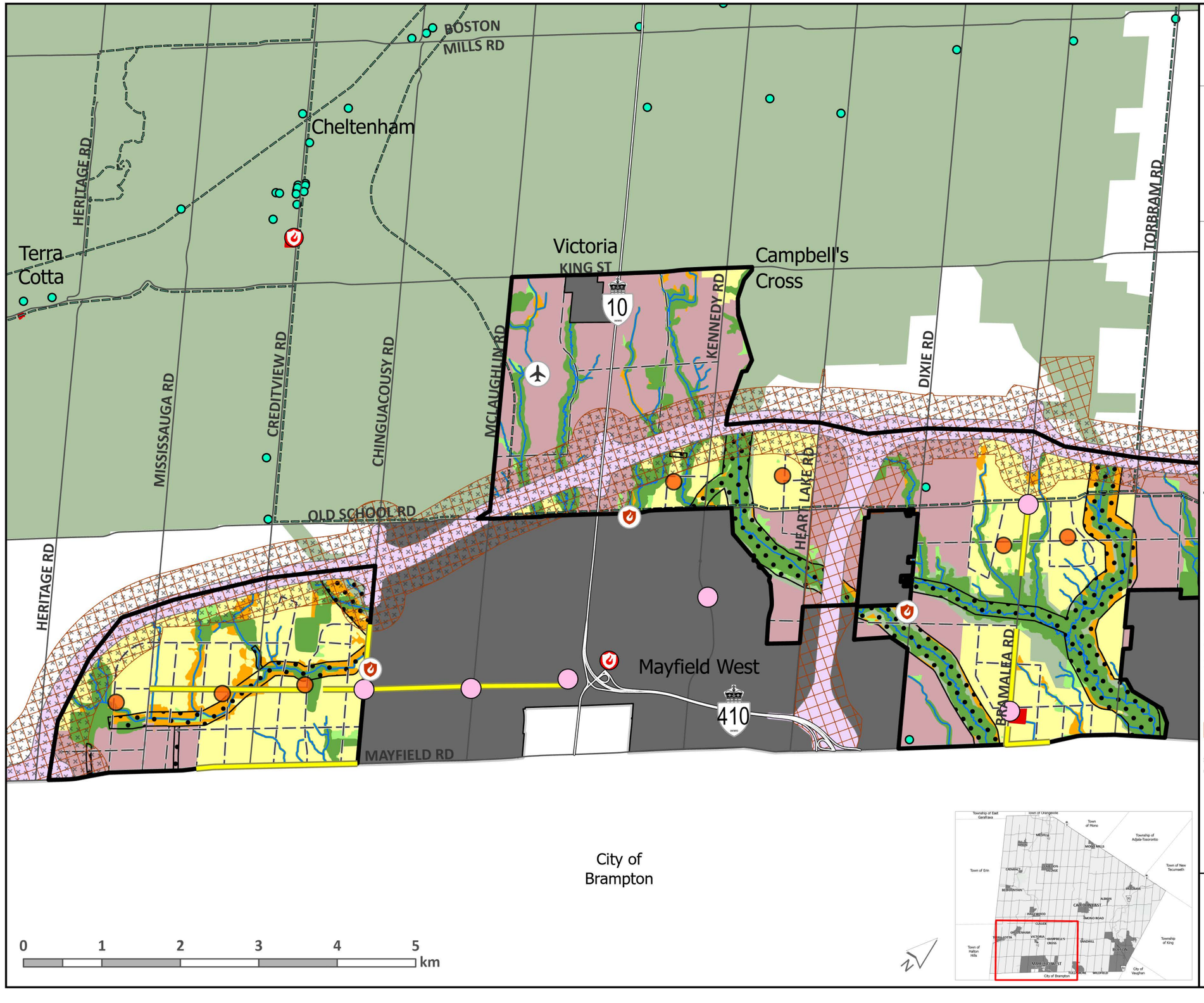
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TOWN OF CALEDON

OFFICIAL PLAN

Figure F2a

Preliminary Community Structure Plan



- Part IV Designated Heritage Properties
- Proposed Community Park
- Existing Fire Station
- Proposed Fire Station
- Brampton-Caledon Airport
- Neighbourhood Centre
- Active Transportation- Trail System
- Conceptual Collector Road
- Urban Corridor
- Existing Community Park
- New Community Area
- New Employment Area
- Greenbelt Plan Boundary
- Natural Features and Areas with 30m Buffer
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkage
- Potential Enhancement Area

Other Map Elements

- Preliminary Community Structure Plan Boundary
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

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TOWN OF CALEDON

OFFICIAL PLAN

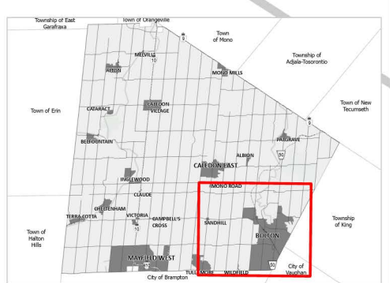
Figure F2b

Preliminary Community Structure Plan

- Part IV Designated Heritage Properties
- Proposed Community Park
- Existing Fire Station
- Proposed Fire Station
- Caledon GO Station
- Downtown Bolton
- Urban Centre
- Potential Urban Centre
- Neighbourhood Centre
- Active Transportation- Trail System
- Conceptual Collector Road
- Urban Corridor
- Knowledge and Innovation Corridor
- Primary Major Transit Station Area
- Existing Community Park
- Existing District Park
- New Community Area
- New Employment Area
- Greenbelt Plan Boundary
- Natural Features and Areas with 30m Buffer
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkage
- Potential Enhancement Area

Other Map Elements

- Preliminary Community Structure Plan Boundary
- Refer to Part A, Section 1.2
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest



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TOWN OF CALEDON

OFFICIAL PLAN

Figure F3

Secondary Planning Areas

- Proposed Secondary Plan Boundary[1]
- Subwatershed Boundary[2]

Name

- Existing Secondary Plan Boundary
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest

Notes:

1 Secondary plan areas identified with the same letter label (e.g., B1 and B2) generally fall within the same surface water drainage catchment area of the applicable subwatershed.

2 The study area for a local subwatershed study to support a proposed secondary plan will be as described in this Plan, and defined in the applicable study terms of reference to the satisfaction of the Town.

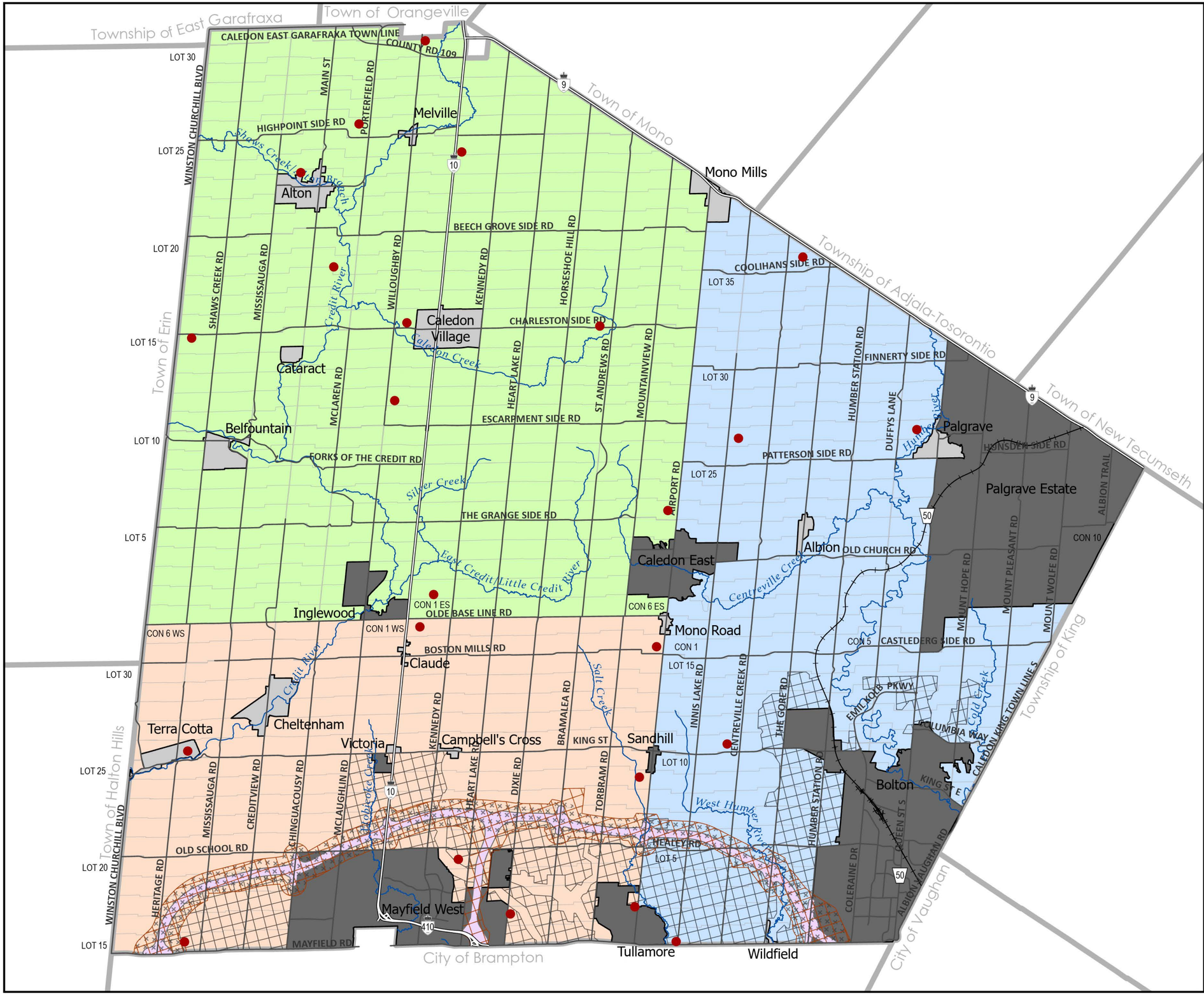
0 1 2 3 4 5 km

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Cataract
Belfountain
Inglewood
Caledon East
Albion
Palgrave
Palgrave Estate
Mono Road
Claude
Cheltenham
Terra Cotta
Campbell's Cross
Victoria
Sandhill
Mayfield West
Bolton
Wildfield
Tullamore
Potential Addition to H3
Silver Creek
East Credit/Little Credit River
Centreville Creek
Humber River
Salt Creek
West Humber River
Credit River
Etobicoke Creek
Gold Creek
MAIN HUMBER
WEST HUMBER
UPPER ETOBICOKE
CREDIT RIVER - GLEN WILLIAMSTO NORVAL
FLETCHER'S CREEK
HUTTONVILLE CREEK
SPRING CREEK
City of Brampton
City of Vaughan
A1
B2
C2
C3
D1
D2
E1
E2
E3
E4
E5
E6
F1
F2
F3
G1
G2
H1
H2
H3
H4
I1
I2
CASTLEDERG SDRD
OLD SCHOOL RD
MAYFIELD RD
KING ST
HEALEY RD
BOSTON MILLS RD
HERITAGE RD
MISSISSAUGA RD
CREDITVIEW RD
CHINGUACOUSY RD
MCLAUGHLIN RD
KENNEDY RD
DIXIE RD
TORBRAM RD
AIRPORT RD
INNIS LAKE RD
CENTREVILLE CREEK RD
THE GORE RD
HUMBER STATION RD
COLERAINE DR
GRAMALEA RD
EARL LAKE RD
EMIL KOLBUS PARKWAY
MOUNT HOPE RD
COLUMBIA WAY
KING ST W
KING ST E
QUEEN ST N
QUEEN ST S
ALBION VAUGHAN RD
10
50
410



TOWN OF CALEDON

OFFICIAL PLAN

Figure H1

Site-specific Exceptions

- Site Specific Exception Location
- Urban Area
- Former Albion Township
- Former Caledon Township
- Former Chinguacousy Township
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Refer to Part A, Section 1.2
- Villages and Hamlets

0 1 2 3 4 5 km

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