

**AMENDMENT NO. 280**  
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**



**THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE - does not constitute part of this Amendment.

PART B - THE AMENDMENT - consisting of amendments to the Text and Schedules of the Official Plan for the Town of Caledon constitutes Amendment No. 280 to the Official Plan for the Town of Caledon.



## **AMENDMENT NO. 280**

### **TO THE OFFICIAL PLAN OF THE TOWN OF CALEDON**

#### **PART A - THE PREAMBLE**

##### **Purpose of the Amendment:**

The purpose of Official Plan Amendment No. 280 is to amend the maps of the Town of Caledon Official Plan to expand the Bolton Rural Service Centre boundary to add the Caledon Station Secondary Plan Area and replace the 'Prime Agricultural Area' designation within this area and provide the policy framework and land use designations within the Caledon Station Secondary Plan to guide development of lands within the Secondary Plan Area.

##### **Location:**

The lands subject to this Amendment, known as the Caledon Station Secondary Plan lands, are generally located north of King Street, east of The Gore Road and west of the CPKC railway corridor and Humber Station Road. The lands comprise an area of approximately 182 hectares (450 acres), including approximately 12 hectares (30 acres) of natural heritage features.

##### **Basis:**

Region of Peel Council passed By-law 20-2022 to adopt a new Peel Official Plan on April 28, 2022. The new Peel Official Plan incorporates the lands bounded by King Street (south), The Gore Road (west), CP railway corridor and Humber Station Road (east) to the approximate northern limit of Lot 12 (north) into the Regional Urban Boundary and designates the lands as "Designated Greenfield Area" and "Major Transit Station Area" subject to more detailed land use policies and designations in the Town of Caledon Official Plan. This Amendment brings the local designations of the subject lands into conformity with the Peel Official Plan and establishes land use policies and mapping to govern the future development in the lands in a manner that conforms with the goal, objectives and general policies of the Town of Caledon Official Plan.

Statutory Public Meetings were convened for the Caledon Station Secondary Plan on January 10, 2023 and May 2, 2023.



## **PART B - THE AMENDMENT**

This part of the document, entitled "Part B - The Amendment", and consisting of the following Text, Tables, Figures and Schedules constitutes Amendment No. 280 to the Official Plan of the Town of Caledon.

### **Details of the Amendment**

The Town of Caledon Official Plan is amended as follows and in accordance with the boundaries shown on Schedule A to this Amendment:

1. Schedule 'A', Town of Caledon Land Use Plan of the Town of Caledon Official Plan is amended to revise the boundary of the Bolton Rural Service Centre to include the limits of the Caledon Station Secondary Plan bounded by King Street (south), The Gore Road (west), CPKC railway corridor and Humber Station Road (east) to the approximate northern limit of Lot 12 (north) as shown on Schedule "A" attached hereto.
2. Schedule 'A1', Town of Caledon Town Structure of the Town of Caledon Official Plan is amended to revise the boundary of the Bolton Rural Service Centre to include the limits of the Caledon Station Secondary Plan, as shown on Schedule "B" attached hereto.
3. Schedule 'C' Bolton Land Use Plan is amended for the Caledon Station Secondary Plan area to revise the boundary of the Bolton Rural Service Centre and replace the "Prime Agricultural Area" designation with a reference to "Refer to Schedule C-8 "Caledon Station Secondary Plan Land Use Plan, as shown on Schedule "C" attached hereto.
4. The Town of Caledon Official Plan is amended to add Section 7.16 (including Schedules C-8 Land Use Plan, Schedule C-8A Transportation Schedule, and C-8B Municipal Parks) being the Caledon Station Secondary Plan.



# **CALEDON STATION SECONDARY PLAN**

---

**Bolton Urban Area**

**Town of Caledon (Bolton) Ontario**



## **TABLE OF CONTENTS**

### **7.16.1 INTRODUCTION**

### **7.16.2 LOCATION**

### **7.16.3 GOALS AND OBJECTIVES**

#### **7.16.3.1 Goal**

#### **7.16.3.2 Objectives**

### **7.16.4 GROWTH MANAGEMENT STRATEGY**

#### **7.16.4.1 General Policies**

**TABLE 7.16: Minimum Population and Employment Targets for Caledon Station Lands within Bolton GO MTSA**

**TABLE 7.17: Minimum Population and Employment Targets for Caledon Station Greenfield Area**

#### **7.16.4.2 Finance and Agreements**

#### **7.16.4.3 Community-Wide Development Staging and Sequencing Plan (DSSP)**

#### **7.16.4.4 Framework Plan**

#### **7.16.4.5 Community-Wide Functional Servicing Report (FSR)**

#### **7.16.4.6 Comprehensive Environmental Impact Study & Management Plan (CEISMP)**

#### **7.16.4.7 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)**

### **7.16.5 GENERAL DEVELOPMENT**

#### **7.16.5.1 Community Design**

### **7.16.6 RESIDENTIAL AREAS**

#### **7.16.6.1 General Policies**

#### **7.16.6.2 Affordable Housing**

#### **7.16.6.3 Low Density Residential Area**

#### **7.16.6.4 Medium Density Residential Area**

### **7.16.7 MIXED USE / HIGH DENSITY AREA**

#### **7.16.7.1 General Policies**

#### **7.16.7.2 Commercial Development in Mixed Use / High Density Areas**



**7.16.8 GO TRANSIT HUB**

**7.16.8.1 General Policies**

**7.16.9 NOISE AND VIBRATION**

**7.16.9.1 General Policies**

**7.16.9.2 Rail Noise Policies**

**7.16.9.3 Road Noise Policies**

**7.16.9.4 Stationary Noise Policies**

**7.16.10 INSTITUTIONAL (Elementary Schools)**

**7.16.11 OPEN SPACE POLICY AREA (Municipal Parks)**

**7.16.11.1 General Policies**

**7.16.11.2 Urban Forest**

**7.16.11.3 Community Parks**

**7.16.11.4 Neighbourhood Parks**

**7.16.11.5 Publicly Accessible Spaces (POPS) and Urban Plazas and Squares**

**7.16.12 CULTURAL HERITAGE CONSERVATION**

**7.16.12.1 General Policies**

**7.16.12.2 Archaeology**

**7.16.12.3 Built Heritage Resources and Cultural Heritage Landscapes**

**7.16.12.4 Integration of Cultural Heritage Resources**

**7.16.13 TRANSPORTATION**

**7.16.13.1 General Policies**

**7.16.13.2 Roads**

**7.16.13.3 Road Rights-of-Way**

**7.16.13.4 Public Transit**

**7.16.13.5 Transportation Demand Management**

**7.16.13.6 Pedestrian and Cycling Network**

**7.16.13.7 Recreational Trail Network**

**7.16.13.8 Sidewalks**

**7.16.13.9 Parking**

**7.16.13.10 Electric Vehicle Infrastructure**



**7.16.14 ENVIRONMENTAL POLICY AREA**

**7.16.14.1 General Policies**

**7.16.15 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS**

**7.16.15.1 General Policies**

**7.16.15.2 Municipal Water and Wastewater Services**

**7.16.15.3 Stormwater Management and Low Impact Development**

**7.16.15.4 Public Utilities, Public Facilities and Telecommunications**

**7.16.15.5 Intelligent Community**

**7.16.16 GREEN DEVELOPMENT & CLIMATE CHANGE**

**7.16.16.1 Energy & Climate Change Mitigation**

**7.16.16.2 Water Efficiency**

**7.16.16.3 Climate Adaptation**

**7.16.16.4 Green Development Standards**

**7.16.17 PROVINCIAL MINIMUM DISTANCE SEPARATION**

**7.16.18 REGION OF PEEL HEALTH ASSESSMENT**

**7.16.19 LAND ACQUISITION AND DEDICATION**

**7.16.20 IMPLEMENTATION**

**SCHEDULES:**

**Schedule C-8 (Land Use Plan)**

**Schedule C-8A (Transportation Schedule)**

**Schedule C-8B (Municipal Parks)**



## **7.16.1 INTRODUCTION**

Caledon Station is planned to be Caledon's first transit-oriented community, with a focus on being a healthy and vibrant community, with a mix of uses that will bring housing, jobs, retail, community amenities, parks and open spaces, entertainment, and mobility choices within a short walking distance of the planned Caledon GO Station and related bus and rail transit service.

This secondary plan provides for a complete community that is compact, pedestrian and cyclist-friendly and transit-oriented. The Plan Area has been designed with regard for the Bolton Primary MTSA which has been specifically planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and year-round, all-day activities and amenities in close proximity that support existing and planned transit and active transportation infrastructure. Collectively, these attributes support the development of a healthy, safe, and balanced community.

The future Caledon GO Station on the Caledon-Vaughan GO rail line will be a hub for bus and rail transit in northwest Bolton, providing local and inter-regional connections for Caledon residents, employees, and visitors.

The surrounding Caledon Station community shown on Schedule C-8, is planned to have higher densities and a mix of uses, particularly within the defined Bolton GO *major transit station* area, where there is to be a minimum density of 150 residents and jobs combined per hectare by 2051. This concentration of new residents and jobs will support transit investment.

## **7.16.2 LOCATION**

As identified on Schedule C-8, the Caledon Station community or "Plan Area" is generally north of King Street, east of The Gore Road and west of the CP railway corridor and Humber Station Road. It comprises an area of approximately 182 hectares (450 acres), including approximately 12 hectares (30 acres) of natural heritage features.

## **7.16.3 GOALS AND OBJECTIVES**

### **7.16.3.1 Goal**

- a) The Plan Area will develop as a transit-oriented complete community that is compact and pedestrian- and cyclist-friendly. This community will be designed around the Caledon GO Station, where people can live, work, shop and play within a short distance of transit opportunities. The community will provide a mix of housing options and a variety of services and amenities for residents and visitors. The vision for Caledon Station is to create a sustainable, resilient, and responsive community. Through compact, walkable design, energy conservation, and low-carbon energy systems, the community will minimize its environmental impact and promote a healthy lifestyle. Centered around the Caledon GO Station, it will offer residents the opportunity to live, work, shop, and play within a short distance of transit options. With a diverse mix of housing, services, and



amenities, Caledon Station aims to be a model for sustainable, climate-resilient communities.

### **7.16.3.2 Objectives**

The planning objectives for the Caledon Station Secondary Plan are as follows:

- a) Create a transit-oriented community with walkable, pedestrian scaled neighbourhoods anchored by the Bolton Primary MTSA hub, and that prioritizes transit, pedestrian, cycling infrastructure, a comprehensive pedestrian path and trail system and vehicular connections that link with the broader Caledon transportation network;
- b) Provide high-built form;
- c) Establish a healthy, vibrant, mixed-use environment that attracts year-round activities and promotes employment opportunities;
- d) Create an attractive, high quality streetscape and built form design that links the community within and beyond the Plan Area;
- e) Establish a range and mix of housing types, densities, sizes and tenures to ensure the provision of affordable housing, including contributing towards the achievement of Official Plan housing unit targets and to achieve MTSA density targets;
- f) Protect and enhance significant and sensitive natural heritage features within a protected natural heritage system;
- g) Integrate and connect green and open spaces into the design of neighborhoods while being sensitive to ecological systems;
- h) Establish a hierarchy of parks with flexible designs that allow for innovative programming options to serve the community;
- i) Promote the integration of smart community technologies that establish broadband connectivity for an improved quality of life through learning, work and play;
- j) Address climate change adaptation (e.g., responding to extreme weather events) and mitigation (e.g., energy conservation and low carbon technology and approaches);
- k) Implement sustainable and resilient plans, technologies and design approaches, including low-impact development strategies;
- l) Conserve cultural heritage resources;
- m) Foster a sustainable environment for employment and economic development; and,
- n) Plan for well being (physical, mental, social) through the design of people-centric spaces that are safe, accessible, affordable and age-friendly.



**7.16.4 GROWTH MANAGEMENT STRATEGY****7.16.4.1 General Policies**

7.16.4.1.1 The growth management strategy for the Plan Area is outlined in the following sections. It is designed to ensure that development in the Plan Area occurs in an orderly, timely and cost-effective manner.

7.16.4.1.2 To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the minimum population and employment targets shown in Table 7.16 and Table 7.17. Development will occur in a manner consistent with these minimum targets.

**Table 7.16 Minimum Population and Employment Targets for Caledon Station Lands within Bolton GO MTSA**

Population (people)	11,000
Employment (jobs)	1,500
<b>Total (people and jobs)</b>	<b>12,500</b>
Land Area (hectares)	83
Minimum Density (people and jobs combined per hectare)	150

**Table 7.17 Minimum Population and Employment Targets for Caledon Station Greenfield Area**

Population (people)	6,000
Employment (jobs)	100
<b>Total (people and jobs)</b>	<b>6,100</b>
Land Area (hectares) <sup>(1)</sup>	90
Minimum Density (people and jobs combined per hectare) <sup>(2)</sup>	67.5

<sup>(1)</sup> Area excluding the Caledon Station GO MTSA and the Environmental Policy Area.

<sup>(2)</sup> Based on minimum Greenfield Density target of 67.5 people and jobs per hectare as required by the Peel Official Plan.

7.16.4.1.3 The total number of housing units in the Plan Area will accommodate the planned minimum population of approximately 17,000 across the Plan Area, including within the MTSA.

7.16.4.1.4 The Town will ensure compliance with the minimum population and employment targets for the Plan Area through the approval of Community-wide Development Staging and Sequencing Plans, as described below.

7.16.4.1.5 Unless otherwise provided for in Section 7.16, development in the Plan Area will conform to the planning and design vision, goals and recommendations of the following plans/studies: Final Comprehensive Environmental Impact Study & Management Plan (CEISMP); Final Functional Servicing Report; Transportation Study; Urban Design Guidelines, and Community Energy and Emissions



Reduction Plan. Together, these plans/studies provide direction with respect to the preparation and review of development applications in the Plan Area.

- 7.16.4.1.6 Prior to approval of the first draft plan of subdivision or approval of the first site plan application in the Plan Area, the Urban Design Guidelines, the Transportation Study and the Community-Wide Development Staging and Sequencing Plan referred to in Section 7.16.4.1.5 will be approved by the Town.

**7.16.4.2 Finance and Agreements**

- 7.16.4.2.1 Prior to approval of the first plan of subdivision or site plan in the Plan Area, the Plan Area landowners will enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services, associated with the CSSP Fiscal Impact Study.

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

**7.16.4.3 Community-Wide Development Staging and Sequencing Plan (DSSP)**

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

- 7.16.4.3.2 Applicants shall prepare and update the Community-Wide Development Staging and Sequencing Plan for submission with plans of subdivision, to the satisfaction of the Town Chief Planner. The phasing plan shall establish phases of development of the lands and shall provide for the staging of construction of public infrastructure and services in relation to phases of development. The phasing plan shall take into account the responsibility for construction of the public infrastructure and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval

- 7.16.4.3.3 Notwithstanding the foregoing, public infrastructure such as roads, parks, fire halls, schools and servicing facilities, and infrastructure or development related to university/college uses may proceed at any time, subject to the availability of servicing infrastructure and other requirements at the Town and Regional levels.

- 7.16.4.3.4 The Community-Wide DSSP will describe the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:

- a) Infrastructure (e.g. roads and any associated intersections, water and wastewater services, stormwater management facilities and public utilities);



- b) Arrangements for the provision of a vehicular connection and access from the north-south and east-west spine roads to The Gore Road, Humber Station Road and King Street, as applicable;
- c) Public transit service (e.g. potential transit routing and the location of and access to the planned GO Station Transit Hub);
- d) Schools;
- e) Community facilities (e.g. public parks, pathways and trail network)
- f) Environmental Policy Area; and
- g) Affordable Housing Site(s).

- 7.16.4.3.5 All new development within the Secondary Plan area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- 7.16.4.3.6 Private front-end construction of water and wastewater services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.
- 7.16.4.3.7 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality.
- 7.16.4.3.8 Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality.
- 7.16.4.3.9 The Community-Wide DSSP will require that certain collector / multi-modal roads and their associated transportation-related infrastructure, as identified on Schedule C-8 and C-8A of this Plan, are constructed as necessary, as development progresses throughout the Plan Area.
- 7.16.4.3.10 The Community-Wide DSSP will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule C-8 and C-8A will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- 7.16.4.3.11 The Community-Wide DSSP, including water and wastewater services infrastructure, will be prepared, in consultation with the Region of Peel, Toronto



and Region Conservation Authority, School Boards and inter-regional, intra-regional and local transit service providers.

- 7.16.4.3.12 The Community-Wide DSSP will provide a breakdown of the anticipated range and mix of housing units, net density and associated population yield for the specific districts / neighbourhoods and anticipated non-residential/mixed uses within the Plan Area. Minor adjustments to the number of housing units in the specific sub-areas will be permitted without the need for an amendment to the approved Community-Wide DSSP.

#### **7.16.4.4 Framework Plan**

- 7.16.4.4.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will submit a Framework Plan that identifies road network, stormwater management facilities, parks, schools, heritage, natural heritage, land specific uses, transit and commercial lands. The Framework Plan shall be developed in accordance with approved studies and will be reviewed to the satisfaction of the Town Chief Planner.

#### **7.16.4.5 Community-Wide Functional Servicing Report (FSR)**

- 7.16.4.5.1 The Final Community-Wide Functional Servicing Report (FSR) identifies the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire Secondary Plan Area which are to be implemented at the site level through individual plans of subdivision and site plans.
- 7.16.4.5.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town a Final Community-Wide FSR that will be prepared in consultation with the Region of Peel and Toronto Region Conservation Authority and be approved by the Town and Region of Peel. Minor refinements to the details and recommendations contained in the Final Community-wide FSR can be supported through addendums to the Final Community-wide FSR, specific to the applicable draft plan of subdivision or site plan application.
- 7.16.4.5.3 The Final Community-Wide FSR must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the goals, objectives, targets, strategies and recommendations contained in the Final Community-wide CEISMP.
- 7.16.4.5.4 The Final Community-Wide FSR shall provide greater detail than the Initial Community-Wide FSR prepared by Urbantech Consulting, dated June 2023 and shall include the following information, if applicable:
- a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
  - b) explore opportunities to locate trail networks within environmental buffers, subject to sensitivity of protected lands, in consultation with TRCA staff, to the satisfaction of TRCA staff;



- c) consider and integrate the management recommendations of feature based water balance, Macville Area Wetlands and the enhanced corridor, as applicable;
- d) Site grading plans;
- e) Stormwater management plan that addresses the recommendations of the CEISMP and conforms to the Town's Consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate.
- f) Clean Water Pipe
- g) Interim pond conditions

#### **7.16.4.6 Comprehensive Environmental Impact Study & Management Plan (CEISMP)**

7.16.4.6.1 The Community-Wide Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) identifies the environmental goals, objectives, management and monitoring plans, and additional technical investigations for the entire Secondary Plan Area to be implemented at the site level through individual plans of subdivision and site plans.

7.16.4.6.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town the Final Community-Wide CEISMP for the Plan Area to be implemented at the site level, without amendment to this Plan. Minor refinements to the details and recommendations contained in the Final Community-wide CEISMP can be supported through addendums to the Final Community-wide CEISMP, specific to the applicable draft plan of subdivision or site plan application.

7.16.4.6.3 The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the Final Community-Wide CEISMP.

#### **7.16.4.7 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)**

7.16.4.7.1 A Plan Area Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Regional costs) of developing the property are to be shared.



- 7.16.4.7.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan.
- 7.16.4.7.3 Further to Policy 7.16.4.7.2, applicants/landowners will only be responsible for administrative costs associated with community areas and parks, including the administrative costs associated with any potential expropriation.
- 7.16.4.7.4 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area Landowners' Cost Sharing Group trustee will provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area Landowners' Cost Sharing Group.

## **7.16.5 GENERAL DEVELOPMENT**

### **7.16.5.1 Community Design**

- 7.16.5.1.1 The Plan Area will be designed to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.
- 7.16.5.1.2 Lands within the MTSA designated boundary shall promote the creation of a safe, attractive, transit-oriented and pedestrian friendly community that supports and encourages a reduced demand on the road network system.
- 7.16.5.1.3 The Town will encourage the preparation of urban design and site planning guidelines and transit-supportive design criteria which will be applied to all development proposals (including plans of subdivision and site plans) within the Plan Area.
- 7.16.5.1.4 The following urban design factors will be used to determine the acceptability of development proposals with the Plan Area:
- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and approved Caledon Station Urban Design Guidelines.
  - b) The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.
  - c) The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through use of building and store front entrances and display windows.



- d) Encourage the strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Plan Area, including at The Gore Road, at King Street and at the northwest corner of King Street and Humber Station Road, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms.
- e) Where feasible and relevant, include Indigenous references through public art, signage, or the design of street furniture to the gateways in the Plan Area.

7.16.5.1.5 Opportunities for diversity in built forms and innovative types of public spaces will be encouraged, including tiny houses, farmers markets and community gardens.

7.16.5.1.6 Opportunities for cultural land uses, including living arts centre, performing arts centre, museum will be explored and will be permitted throughout the Plan Area subject to the implementing Zoning By-Law.

## **7.16.6 RESIDENTIAL**

### **7.16.6.1 General Policies**

7.16.6.1.1 This section establishes specific policies with respect to residential development in the Plan Area. The following three (3) residential designations are shown on Schedule C-8 to this Plan:

- a) Low Density Residential Area;
- b) Medium Density Residential Area; and
- c) Mixed Use / High Density Area.

7.16.6.1.2 Residential development in the Plan Area will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies in the Official Plan and in the Plan, the policies in this Plan will prevail.

7.16.6.1.3 With respect to residential development in the Plan Area, the calculation of net density will be based on the land area proposed to be developed for housing units, exclusive of public rights-of-way, railway rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks. Outside of the MTSA area, minor deviations to the minimum density in a development proposal may be approved at the discretion of the Town without amendment to the Plan, provided the overall minimum density for the Plan Area can be achieved.

7.16.6.1.4 Direct vehicular access from residential homes onto arterial roads will not be permitted in the Plan Area unless approved at the sole discretion of the Town. Where direct access from residential homes is proposed onto arterial roads, the following provisions will apply:

- a) The calculation of front yard setback and garage space will ensure adequate off-street parking; and



- b) Larger lot widths will be required to minimize, to the greatest extent possible, the number of residential driveways onto major roads.

7.16.6.1.5 Notwithstanding the policies for each residential and mixed use designation, to increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing will be permitted within these designations.

**7.16.6.2 Affordable Housing**

7.16.6.2.1 A housing analysis will be submitted within a Planning Justification Report as an application requirement for all rezoning, subdivision and site plan applications to demonstrate implementation of the Housing Assessment and conformity with the Secondary Plan Housing policies.

7.16.6.2.2 Affordable housing is encouraged to locate within the MTSA to provide access to public transit.

7.16.6.2.3 The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

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

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

7.16.6.2.6 To support the provision of affordable housing units, the Town will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

7.16.6.2.7 The Town will support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development standards (parking requirements, shared amenities, etc.), and concierge services for application review.

7.16.6.2.8 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.

7.16.6.2.9 Gentle density housing including accessory apartments or accessory dwelling units will be permitted in the Low density and Medium Density land use designations, in accordance with the Town's Zoning Provisions. Applicants are encouraged, where feasible, to provide rough-ins for accessory residential units to provide it as an option for purchasers as part of pre-construction sales.

7.16.6.2.10 Reduction of parking requirements for accessory apartments or accessory dwelling units may be considered if the proposed unit is deemed to have access to transit.



- 7.16.6.2.11 Housing for seniors, including apartment units, retirement homes and long-term care homes will be permitted in the Medium Density and Mixed-Use / High Density land use designations.
- 7.16.6.2.12 Inclusionary Zoning policies, once established, will be utilized by the Town to obtain affordable residential units in new multi-unit development within the Bolton MTSA. If the affordable units are not managed by the owner/developer, the owner/developer may enter into appropriate arrangements for delivery and management of the units with a non-profit organization or municipal agency.
- 7.16.6.2.13 Landowners in the Plan Area shall provide land for affordable housing in the Plan Area of approximately 0.91 ha (2.25 ac) of land to be provided to the Region of Peel in fulfilment of the housing policies and Peel-wide housing targets within the Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.
- 7.16.6.2.14 The location, size, configuration, and frontage onto adjacent roads of these lands shall be identified in the Community-Wide DSSP and shall be on lands within the MTSA limits in the Medium Density and/or Mixed-Use / High Density land use designations.
- 7.16.6.2.15 These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.

#### **7.16.6.3 Low Density Residential Area**

- 7.16.6.3.1 Lands designated Low Density Residential Area on Schedule C-8 will be developed predominantly for single detached and semi-detached housing. A full range of townhouses may be permitted in the Low-Density Residential Area designation provided that matters of vehicular access, parking and land use compatibility are properly addressed.
- 7.16.6.3.2 The minimum net density of development in the Low Density Residential Area designation will be 25 units per net hectare.
- 7.16.6.3.3 For lands designated Low Density Residential Area outside of the MTSA boundary shown on Schedule C-8, townhouse dwellings will have a maximum height of three storeys.

#### **7.16.6.4 Medium Density Residential Area**

- 7.16.6.4.1 Lands designated Medium Density Residential Area on Schedule C-8 will be developed for a full range of townhouses, including rear-lane townhouses, stacked townhouses, back-to-back townhouses, and live/work townhouses, and mid-rise apartment/multiplex buildings.
- 7.16.6.4.2 Notwithstanding Section 7.16.6.4.1, single detached and semi-detached dwelling types may be considered within the Medium Density Residential Area designation, provided the minimum density is met.



- 7.16.6.4.3 Notwithstanding Section 7.16.6.4.1 local, small-scale commercial and service commercial uses which are supportive of and compatible with residential uses, may be considered within the Medium Density designation, subject to the implementing Zoning By-Law.
- 7.16.6.4.4 Notwithstanding Section 7.16.6.4.1, high-rise buildings are permitted on lands designated Medium Density Residential Area within the MTSA boundary shown on Schedule C-8, to permit a mix and variety of residential and non-residential uses that supports a transit oriented, new urbanism form of development along the corridor, in line with the mixed use, compact form for development envisioned for the MTSA.
- 7.16.6.4.5 The minimum net density of development in the Medium Density Residential Area designation will be 50 units per net hectare. Minimum density will be measured collectively across all lands designated Medium Density Residential Area in the Secondary Plan Area, exclusive of public rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks. For the purposes of calculating net density, an accessory apartment or accessory dwelling unit will not be considered dwelling units.
- 7.16.6.4.6 For lands designated Medium Density Residential Area outside of the MTSA Boundary shown on Schedule C-8, townhouse dwellings will generally have a maximum height of 5 storeys.
- 7.16.6.4.7 Mid-rise buildings in the Medium Density Residential Area designation shall generally be 4 to 8 storeys, however, should not exceed 12 storeys.

## **7.16.7 MIXED USE / HIGH DENSITY AREA**

### **7.16.7.1 General Policies**

- 7.16.7.1.1 The Mixed Use / High Density Area designation on both sides of Humber Station Road permits a mix and variety of residential and non-residential uses that supports a transit oriented, new urbanism form of development along the corridor, in line with the mixed use, compact form for development envisioned for the MTSA. Policies with respect to this designation also address the built form and streetscape required to create a safe, attractive corridor that establishes a strong sense of place making for people to live, work, play and shop.
- a) Permitted uses will include a full range of office, retail, commercial, service commercial, institutional, cultural and entertainment uses, a full range of townhouses and live/work townhouses, mid-rise and high-rise apartments and mixed-use buildings.
  - b) Built form will reinforce a high standard of quality and positive visual image.
  - c) Developments will create connections between the tree-lined streetscapes and publicly accessible private open spaces (i.e. courtyards) to create a connected parks and open space system intended to enhance and provide an identity for the secondary plan.



- d) Development of the lands designated Medium Density Residential and Mixed Use / High Density along Humber Station Road and the future spine road are encouraged to include ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses should include small-scale commercial, service-commercial, restaurants and professional offices. These ground level non-residential uses will be designed to be part of the Medium Density Residential / Mixed Use / High Density buildings.

- 7.16.7.1.2 Lands designated Mixed Use / High Density within the MTSA limits of the Plan Area will also permit the development of high-rise buildings that may exceed 12 stories.
- 7.16.7.1.3 The minimum net density of residential development in the Mixed Use / High Density designation will be 100 units per net hectare, exclusive of public rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks.
- 7.16.7.1.4 Mid-rise and high-rise buildings in the Mixed Use / High Density Area designation shall have a minimum height of 4 and a maximum height of 20 storeys.
- 7.16.7.1.5 Notwithstanding Section 7.16.7 of this chapter, the following site-specific principles and policies will apply to the proposed Mixed Use / High Density designation located along Humber Station Road:
  - a) A high standard of urban design and site planning will be implemented on lands within the Mixed Use / High Density Area in the Plan Area through Site Plan Approval through the following measures:
    - i. The submission of comprehensive urban design guidelines or equivalent compliance letter to the satisfaction of the Town Chief Planner, to address streetscape treatment, landscape designs, accessibility requirements, architectural concepts and the identified urban design principles.
  - b) Sensitive site planning design which reflects the urban design guidelines and, among other features, will incorporate the following:
    - i. a landscape buffer will be established along the northeastern edge of the Plan Area to enhance compatibility between proposed residential and mixed uses, Humber Station Road and the rail corridor. The specific landscaping requirements will be determined by the Town based on the character and proposed programming of the area at the Site Plan Approval stage.
    - ii. establish inclusive streetscape and exterior façade of the built form along the Humber Station Road frontage, which supports an attractive street presence and provides a range of mobility options for residents and users.
- 7.16.7.1.6 Through the review of development applications and implemented through the Town's Zoning By-law, the Town will ensure landscaping along Humber Station Road compliments the character of the mixed-use area.



- 7.16.7.1.7 Development within the Mixed Use / High Density Area will be encouraged to compliment the adjacent innovation district and not hinder the opportunity for future expansion of the innovation district to lands along the east side Humber Station Road immediately south of the plan area, to King Street.
- 7.16.7.2 Commercial Development in Mixed Use / High Density Areas**
- 7.16.7.2.1 Commercial development on lands designated Mixed Use / High Density in the Plan Area will be in accordance with the Official Plan, the Town's Industrial/Commercial Design Guidelines, and the policies in Section 7.16.7 of this Plan. Where there is a conflict between the policies of the Official Plan, the Industrial/Commercial Design Guidelines and Section 7.16.7, the policies of this section will apply.
- 7.16.7.2.2 All General Commercial uses, as described in the Official Plan, will be permitted in the Mixed Use / High Density designation in the Plan Area.
- 7.16.7.2.3 Limited commercial uses within the Mixed Use / High Density designation may be permitted as standalone.
- 7.16.7.2.4 While the majority of commercial uses are intended to be located within the Mixed Use / High Density designation in the Plan Area, local commercial and service commercial uses are also permitted within the Medium Density designation throughout the Plan Area.
- 7.16.7.2.5 Automotive commercial uses, including drive-throughs will not be permitted within the Plan Area.
- 7.16.7.2.6 All commercial sites will be planned and designed as a pedestrian and cyclist-friendly and transit-oriented component of the Plan Area. Development of the commercial sites will be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.
- 7.16.7.2.7 Concurrent with submission of a site plan application for the commercial sites, the applicant will submit to the Town an urban design brief for that commercial site which will be consistent with the design language and intent of the Caledon Station Urban Design Guidelines.
- 7.16.7.2.8 The urban design brief will describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage and pedestrian/cyclist movement.
- 7.16.7.2.9 Buildings on the commercial lands will provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street will be upgraded and appear to front on to the second street.

**7.16.8 GO TRANSIT HUB**



**7.16.8.1 General Policies**

- 7.16.8.1.1 Lands designated GO Transit Hub are located adjacent to the Mixed Use / High Density designation and the railway, east of Humber Station Road. These lands are located within the MTSA boundary.
- 7.16.8.1.2 On lands designated GO Transit Hub, transit-related and transit-supportive uses and facilities are permitted, subject to the protection of underground and above-ground utilities, including but not limited to:
- a) station buildings and related office uses;
  - b) bus terminals;
  - c) passenger amenity areas and public open spaces;
  - d) passenger pick-up and drop-off areas; and
  - e) accessory retail and service commercial uses.
- 7.16.8.1.3 A GO Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Plan Area and implement the Major Transit Station Area policies from the Peel's Official Plan. The GO Transit Hub designation within the MTSA is intended to facilitate the planned GO Station and related uses required to support the extension of regional rapid transit service into Caledon.
- 7.16.8.1.4 The ultimate location and design of the GO Transit Hub / terminal facility must provide for safe, convenient and efficient transfers from local transit routes and for connections between inter-regional, intra-regional and local transit service in consultation with the Town and the respective transit service providers.
- 7.16.8.1.5 General planning principles related to the GO Transit Hub include:
- a) The creation of a safe, attractive, transit oriented and pedestrian friendly community that supports and encourages a reduced demand on the road network system;
  - b) To build on the unique opportunity to develop a mixed-use community centred around the GO Transit Hub and related MTSA limits through co-operative efforts between the Town, the Region of Peel and Metrolinx to provide more sustainable, higher order inter-regional transit service to facilitate the development of a multi-modal transportation hub;
  - c) To develop an effective community interface along the east and west sides of Humber Station Road to facilitate convenient pedestrian, vehicle, cycling and transit accessibility;
  - d) Develop a street pattern and access options into the GO Transit Hub that adhere to the principles of compact and complete streets. This includes the establishment of a clearly defined central transit-oriented 'transit road' and 'pedestrian promenade,' both aimed at ensuring accessibility and movement for transit vehicles and pedestrians within the community. Consideration may also include an east/west road link, which may be subject to a separate EA process, providing direct access from Emil Kolb Parkway to the GO Transit Hub and community. This aims to discourage unnecessary through



traffic within the planned area while aligning with compact and complete street principles.

- 7.16.8.1.6 During initial start-up of the GO Transit function within the GO Transit Hub (as an initial bus terminal), surface parking will be permitted. Ultimately, as GO Train Service is provided, surface parking lots should be replaced with mixed use buildings and parking structures, in line with the Mixed Use / High Density policies of this Plan. These future uses will be combined so that, over time, the exposure towards the internal Plan Area consists primarily of a compact and urban built form, supportive of a vibrant and active Transit Hub.
- 7.16.8.1.7 As the GO Transit Hub is considered a vital component of the mixed-use core of the Caledon Station Community, it is also subject to the land use policies of the Mixed Use / High Density designation of this Plan, and those uses will be encouraged within the GO Transit Hub area of the Plan.

## **7.16.9 NOISE AND VIBRATION**

### **7.16.9.1 General Policies**

- 7.16.9.1.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon and the railway.
- 7.16.9.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.
- 7.16.9.1.3 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.
- 7.16.9.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 7.16.9.1.5 Where possible, built form proposed for areas adjacent to the rail line, King Street and The Gore Road, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for landowners.



- 7.16.9.1.6 The applicant will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.16.9.1.7 The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as single loaded roadways and access laneways will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.
- 7.16.9.1.8 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads or the railway provided that such fences are designed to be integrated with the surrounding residential development.
- 7.16.9.2 Rail Noise Policies**
- 7.16.9.2.1 This section establishes specific policies with respect to the railway corridor in the Plan Area.
- 7.16.9.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of a railway property line having a development component that includes sensitive land uses such as outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment will be required for any application for sensitive land use applications within the noise and vibration sensitive areas.
- 7.16.9.2.3 Applications for zoning by-law amendments, draft plans of subdivision or condominium, site plan approval, consents, or minor variances involving development for sensitive uses on lands within 300 metres of a railway property line in the Plan Area will be sent to the railway owner as part of the agency circulation of applications.
- 7.16.9.2.4 Implementation and maintenance of any required noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as noise warning clauses, will be secured through planning and legal mechanisms, to the satisfaction of the Town and in consultation with the railway owner. The required mitigation measures will not be located on Town and railway property without the consent of the owner(s).
- 7.16.9.3 Road Noise Policies**
- 7.16.9.3.1 Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis.
- 7.16.9.4 Stationary Noise Policies**
- 7.16.9.4.1 From a noise perspective, any development within the Mixed Use / High Density areas in the Plan Area are not expected to pose any significant constraints to the existing uses or future development of these areas if appropriate attenuation



measures are installed around the roof top mechanical units, garbage compactors and loading/unloading operations.

- 7.16.9.4.2 To the greatest extent practical, the design of the Mixed Use / High Density areas in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels compliant with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment, Conservation and Parks (MECP).

#### **7.16.10 INSTITUTIONAL (Elementary Schools)**

- 7.16.10.1 Three elementary schools are designated as Institutional (Elementary Schools) on Schedule C-8 to this Plan.
- 7.16.10.2 The locations of the elementary schools in the Plan Area have been selected to reflect the role of school sites in supporting and complementing the goal of the Plan Area (complete, walkable community) and the opportunity to explore joint use initiatives with adjacent land uses (e.g. parks). Adjustments to the location, size and configuration of the new school sites will be permitted without requiring an amendment to this Plan, provided:
- a) The goal of the Plan Area (complete, walkable community) is maintained; and
  - b) The opportunity to explore joint use initiatives with adjacent land uses is maintained, where possible.
- 7.16.10.3 The elementary schools are located on blocks that are 3.23 ha (8 ac) in size. Draft plans of subdivision will include the designated elementary school sites with a block size, configuration and frontage onto a street that is satisfactory to the relevant School Boards while ensuring the promotion of an efficient use of land, consistent with all other built forms within this transit-oriented community, to encourage innovative school accommodation solutions.
- 7.16.10.4 An amendment to the Secondary Plan shall not be required if a different school block size is determined to be required / sufficient to the satisfaction of the relevant School Board through future planning processes.
- 7.16.10.5 The new designated elementary schools in the Plan Area should have frontage on a Local Collector Road that supports active transportation and has a minimum 22.0 metre right-of-way or a minimum 10 metre paved roadway.
- 7.16.10.6 New school sites or part thereof that are determined to be not required by the relevant School Board may be developed for low and/or medium density residential uses, provided that such residential development has demonstrated compliance with the approved community-wide DSSP.
- 7.16.10.7 New school sites in the Plan Area will be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of subdivision stage to facilitate residential development should the school site not be required by the relevant School Board.



- 7.16.10.8 School Boards will be encouraged to implement measures to protect, maintain or enhance the urban forest tree canopy cover on school sites, in keeping with the Caledon Station Urban Design Guidelines and the Town's Green Development Standards.
- 7.16.10.9 Shared parking spaces between schools and adjacent municipal parks/facilities should be encouraged where the parks/facilities are within walking distance.
- 7.16.10.10 Shared open spaces between schools and municipal parks should be encouraged.

## **7.16.11 OPEN SPACE POLICY AREA (Municipal Parks)**

### **7.16.11.1 General Policies**

- 7.16.11.1.1 The Open Space Policy Area designation in the Plan Area as shown on Schedule C-8 and C-8B is comprised of municipal parks organized into the following four (4) categories:
- a) Community Parks
  - b) Neighbourhood Parks
  - c) Urban Squares and Parkettes
  - d) Publicly Accessible Spaces (POPS)
- 7.16.11.1.2 Development of municipal park sites in the Plan Area will be in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and Section 7.16.12, the policies of this section will prevail.
- 7.16.11.1.3 The placement of municipal parks within the Plan Area should be purposefully aligned with the overarching goals of the Plan Area, emphasizing their vital role in supporting and enhancing the envisioned objectives. Additionally, exploring collaborative opportunities for joint use initiatives with neighboring land uses is encouraged, aiming to maximize the multifaceted benefits derived from these shared spaces.
- 7.16.11.1.4 Minor adjustments to the location and configuration of the municipal park sites may be considered to reflect the differences in scale and level of detail available through the preparation of the development staging and sequencing plan. Minor adjustments to the location, size and configuration of the municipal park sites will be permitted without requiring an amendment to this Plan, provided:
- a) The Goal of the Plan Area (complete, walkable community) is maintained; and
  - b) The opportunity to explore joint use initiatives with adjacent land uses is maintained; and
  - c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area.



- 7.16.11.1.5 Municipal park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Environmental Policy Area in the Plan Area as a compatible adjacent land use.
- 7.16.11.1.6 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites will protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Environmental Policy Area. The landowner will confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist as part of any Plan of Subdivision proposal.
- 7.16.11.1.7 The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Environmental Policy Area and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area.

## **7.16.11.2 Urban Forest**

- 7.6.11.2.1 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 the Town's 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.

7.6.11.2.2 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 for replacement trees elsewhere.

7.6.11.2.3 All public infrastructure work will be required to develop 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 or cash-in-lieu, to the satisfaction of the Town in compliance with the Town's tree compensation requirements.

### 7.16.11.3 **Community Parks**

7.16.11.3.1 Community Parks in the Caledon Station Secondary Plan are intended to provide open space at the community scale, provide active outdoor and indoor recreational opportunities for residents and will be planned as a major destination and focal point for the community. Land identified for these Community Parks will be developed in accordance with the relevant policies of the Official Plan. The Community Parks will be designed to serve the local area as well as the broader community.

7.16.11.3.2 Community Parks are encouraged to be located in areas serviced by public transit.

7.16.11.3.3 Community Parks will provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, splash pad, multiple sports fields and associated flood lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

### 7.16.11.4 **Neighbourhood Parks**

7.16.11.4.1 Neighbourhood Parks will be subject to the following policies:

Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.

- a) The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.



- b) Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets.
- c) Provide equitable access to parkland within a 500-metre distance to residential areas.

#### **7.16.11.5 Publicly Accessible Spaces (POPS) and Urban Plazas and Squares**

7.16.11.5.1 Urban plazas and squares should be vibrant central gathering places with potential for four-season programming which will serve as the outdoor retail, arts and cultural spaces that promote social gathering within the community. The design quality of these municipal park categories will be optimized to provide a well-rounded inventory of urban park components including decorative paving, distinct seating and lighting elements, water features, interactive information kiosks, stormwater planters, public art, performance stage and opportunities for seasonal vendors, where appropriate.

7.16.11.5.2 Privately-owned, publicly accessible spaces (POPS) will be highly encouraged. The provision of POPS will be encouraged in all new development. These will:

- a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
- b) Contribute positively to the public open space system;
- c) Be located and designed to promote pedestrian and bicycle movement and amenity;
- d) Be encouraged at ground level and complement local service retail uses; and
- e) The Town may consider POPS towards parkland dedication requirements for a development approval.

### **7.16.12 CULTURAL HERITAGE CONSERVATION**

#### **7.16.12.1 General Policies**

7.16.12.1.1 This section establishes specific policies with respect to cultural heritage conservation in the Plan Area organized around its three key components:

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

7.16.12.1.2 Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies in the Official Plan and Section 7.16.12, the policies of this section will prevail.

#### **7.16.12.2 Archaeology**



- 7.16.12.2.1 Complete archaeological assessment to the satisfaction of the Town, is required for all lands proposed for development in the Plan Area prior to any development approvals.

**7.16.12.3 Built Heritage Resources and Cultural Heritage Landscapes**

- 7.16.12.3.1 Preparation of a Heritage Impact Assessment (HIA), prepared in accordance with Official Plan policies and to the satisfaction of Heritage staff at the Town of Caledon, is required as part of any proposed development application or major site or building alteration on or adjacent to significant cultural heritage resources and/or designated under the Ontario Heritage Act. Any mitigative measures, as specified in the HIA and/or by Town of Caledon Heritage staff, will be undertaken to the satisfaction of Heritage staff at the Town.

**7.16.12.4 Integration of Cultural Heritage Resources**

- 7.16.12.4.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.
- 7.16.12.4.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town will require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:
- a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
  - b) The installation of interpretive plaques, public art and other forms of commemoration;
  - c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,
  - d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.
- 7.16.12.4.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the Ontario Heritage Act for their cultural heritage value and interest."
- 7.16.12.4.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements for all identified cultural heritage resources will be provided by the development proponent(s) for development applications directly impacting cultural heritage resources.
- 7.16.12.4.5 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but



not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

- 7.16.12.4.6 Cultural heritage resources will be provided with an adequate lot size to provide space for their fulsome adaptive re-use, including space for future additions and landscaping, in accordance with the context and character of the cultural heritage resource.

## **7.16.13 TRANSPORTATION**

### **7.16.13.1 General Policies**

- 7.16.13.1.1 Transportation infrastructure in the Plan Area will be developed to emphasize the transit-oriented nature of this Plan Area. Transit-oriented development is an approach that locates growth within walking distance of rapid transit stations. It means compact, walkable areas with a diverse mix of uses and incomes, at densities that support transit ridership. This allows people to access public transit quickly and conveniently from the places they live, work, learn, shop, and play. This Plan Area will be developed with multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement in support of this transit-oriented community.

- 7.16.13.1.2 A future road connection extending east from the Plan Area to connect to Emil Kolb Parkway will be encouraged. This connection provides a direct link to the GO Station Hub, and is an important vehicular and active transportation link, providing active transportation options to the trail network in the Greenbelt Plan Area north, east and west of the Plan Area, while at the same time alleviating vehicular congestion on the adjacent King Street and Humber Station Road corridors.

### **7.16.13.2 Roads**

- 7.16.13.2.1 Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined under the Official Plan and of this section, the policies of this section will apply.
- 7.16.13.2.2 Notwithstanding Policy 7.16.13.2.1, road right-of way widths for the Plan Area, including Humber Station Road, will be established through future planning processes and detailed review including the DSSP, draft plans of subdivision and related Transportation Study, and may be area-specific and modified from right-of-ways established through the Town's Official Plan and shall not require an amendment to this Plan.
- 7.16.13.2.3 Prior to registration of the first plan of subdivision in the Plan Area, the road improvements and new road construction will be completed, as necessary or as otherwise agreed to by the Town's Chief Planner, in accordance with a Transportation Impact Study that identifies and provides as assessment of



connections to the existing road network, as well as the required timing and phasing of upgrades to existing and planned roads and intersections identified in the Caledon Station Transportation Study.

- 7.16.13.2.4 Other implementation and design details with respect to the conceptual road network in the Plan Area, as may be suggested by the final Caledon Station Transportation Study, the respective municipal class environmental assessments if necessary and Caledon Station Community Design Plan, will be considered in the preparation of the community-wide DSSP.
- 7.16.13.2.5 Minor adjustment to the location of the conceptual collector road network, as shown on Schedule C-8 and Schedule C-8B, will be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area (complete community), is maintained.
- 7.16.13.2.6 Traffic calming measures will be considered with the advancement of development and plans of subdivision within the Plan Area.
- 7.16.13.2.7 Town arterial, collector, local roads and crossings of the Environmental Policy Area will be located to avoid and/or minimize encroachment into or fragmentation of the Environmental Policy Area. They will also be designed to eliminate and/or mitigate potential adverse impacts to environmental hazards (i.e. flooding, slope stability and stream erosion) and important ecological and hydrological functions of the Environmental Policy Area and its components.
- 7.16.13.2.8 Cul-de-sac roads may be permitted within the Plan Area where a through connection cannot otherwise be made to a Town or Regional road due to environmental features or railway, to the satisfaction of the Town and without amendment to the Plan.
- 7.16.13.2.9 The design of Town collector and Town arterial intersections will protect for future signalization. Signal warrants, and related design details of this will be confirmed as part of future Draft Plan of Subdivision process(es).
- 7.16.13.2.10 Reference to the Caledon Station Urban & Architectural Guidelines (NAK Design, May 2023 or subsequent updates) will be made for any built form along arterial and collector roads within the Plan Area, to ensure buildings will be designed to be complimentary to the design of the public realm, and building elevations exposed to public view will be designed to ensure that attractive, harmonious streetscapes are realized.
- 7.16.13.2.11 Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- 7.16.13.2.12 Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.



- 7.16.13.2.13 In accordance with the policies of Section 7.16.7, both Main Street north of Humber Station Road and the central character avenue will be designed to foster a pedestrian-friendly streetscape. Development will emphasize compact, complete street design, prioritizing pedestrian and cyclist access with narrow lanes, wide sidewalks, and integrated green infrastructure to enhance walkability, safety and sustainability.

### **7.16.13.3 Road Rights-of-Way**

- 7.16.13.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by the Official Plan and 7.16.13 of this Plan. Where there is a conflict, the policies of this Plan shall apply.
- 7.16.13.3.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements will be determined during the development application stage and will become part of the required rights-of-way.
- 7.16.13.3.3 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.16.13.3.4 Low impact development (LID) practices will be incorporated within street rights-of-way to meet the requirements of the Consolidated Linear Infrastructure Environmental Compliance Approval. Potential LID solutions include bioretention planters, perforated pipe systems, precast tree planters with bioretention soil media and others as deemed appropriate in the FSR.

### **7.16.13.4 Public Transit**

- 7.16.13.4.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Plan Area, it is vital that transit service be available to as many of the residents in the Plan Area as early as possible. The Town will work with the applicable inter-regional, intra-regional and local public transit service providers to develop a system of public transit services that facilitates a phased implementation supporting the early delivery of transit.
- 7.16.13.4.2 Town arterial and collector roads will accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.



- 7.16.13.4.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how the proposed development addresses the following:
- a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and
  - b) Transit stops will be located so that all residents and employees are predominantly within a 400-metre walking distance of a transit stop.

- 7.16.13.4.4 Autonomous micro-transit options that utilize the multi-modal loop road within the Plan Area will be promoted and encouraged.

#### **7.16.13.5 Transportation Demand Management**

- 7.16.13.5.1 Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.
- 7.16.13.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed-use development is permitted, where there is significant density of development and good accessibility to transit.
- 7.16.13.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single- occupant vehicle.
- 7.16.13.5.4 A TDM plan prepared in connection with any Draft Plan of Subdivision will plan to achieve an active transportation modal split to enhance the capacity of the transportation system and optimize road network efficiency within the Plan Area.

#### **7.16.13.6 Pedestrian and Cycling Network**

- 7.16.13.6.1 The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.
- 7.16.13.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:
- a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods, including prioritizing off-road cycling facilities;
  - b) To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;



- c) To provide continuous pedestrian and cycling connections with the existing and future networks in the Town of Caledon, City of Brampton and Region of Peel.

#### **7.16.13.7 Recreational Trail Network**

- 7.16.13.7.1 Recreational trails related to the natural heritage and open space systems in the Plan Area and beyond will be considered, where possible, part of the pedestrian and cycling network.
- 7.16.13.7.2 Recreational trails will be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, greenway corridors and stream corridors, where appropriate.
- 7.16.13.7.3 Recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon and provincial accessibility standards.

#### **7.16.13.8 Sidewalks**

- 7.16.13.8.1 Generally, the provision of sidewalks and all active transportation facilities in the Plan Area will be as follows:
  - a) Town arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;
  - b) Local Streets: Sidewalks will be provided on one side of the street unless otherwise directed by the Town; and,
  - c) Laneways: No sidewalks will be required.

#### **7.16.13.9 Parking**

- 7.16.13.9.1 Permanent, large areas of surface parking will be discouraged. Alternative parking layout analysis may be prepared by a qualified site design architect. In the event there is no alternative to such large parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.
- 7.16.13.9.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.
- 7.16.13.9.3 Loading spaces will not be permitted along street frontages / interfaces.
- 7.16.13.9.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

#### **7.16.13.10 Electric Vehicle Infrastructure**

- 7.16.13.10.1 The inclusion of electric vehicle infrastructure including charging stations will be encouraged in the design of any future parking area in future development plans, including plans of subdivision and site plans, within the Plan Area.
- 7.16.13.10.2 The implementing Zoning By-Law and/or Green Development Standards may determine minimum electric vehicle infrastructure requirements where private



parking is provided for residential, mixed use and mid-rise residential, commercial, office and employment uses.

- 7.16.13.10.3 The Town may consider allocating parts of streets, such as curbsides for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.

## **7.16.14 ENVIRONMENTAL POLICY AREA**

### **7.16.14.1 General Policies**

- 7.16.14.1.1 The EPA in the Plan area, as shown on Schedule C-8 is comprised of wetlands, headwater drainage features and corridors and associated environmental buffers.

This section establishes specific policies with respect to the natural heritage system in the Plan Area. The natural heritage system is designated Environmental Policy Area (EPA). The EPA provides for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Plan Area.

- 7.16.14.1.2 A minimum 10 metre buffer width will be provided from the greater of all features and hazards:
- a) The predicted crest of slope or valley and watercourse corridors; if the valley slope is stable, from the top of valley bank; if the valley slope is not stable, from the predicated long term stable slope;
  - b) The regulatory floodplain;
  - c) The predicted meander belt of the watercourse, expanded as required to convey major systems flows and/or to maintain riparian stream functions; and
  - d) The dripline of woodland, woodlands, urban forest feature, or other significant vegetation.
- 7.16.14.1.3 A minimum 10 to 15 m metre buffer width will be provided from the limit of a wetland, however the final buffer width and permitted uses within feature and hazard buffer requirements, such as recreational trails or road right-of-ways, should be determined based on the recommendations of the Community-wide Final CEISMP, or evaluated through an addendum to the Community-wide Final CEISMP for non-participating landowners, through the development approval process, if applicable.
- 7.16.14.1.4 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and TRCA, minor grading may be supported. Grading impacts in the environmental buffers to address changes to the Regulatory Floodplain resulting from the updated flood flow rates may be supported. Minor Grading impacts in the environmental buffer



should be compensated to ensure no net loss to the function or area of the natural heritage system.

- 7.16.14.1.5 In furtherance of the environmental goals of this Plan, landowners are encouraged to use green infrastructure strategies, such as Low Impact Development, wherever feasible. No encroachment will be permitted within the required setbacks and buffers.
- 7.16.14.1.6 The natural heritage system components in the Plan Area that are not owned by the Town or a Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- 7.16.14.1.7 The Environmental Policy Area will be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Final Community-Wide CEISMP.
- 7.16.14.1.8 Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to an addendum to the Community-Wide Final CEISMP to be approved by the Town, Region of Peel, and TRCA. Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.
- 7.16.14.1.9 Permitted uses and activities in the EPA will be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage and site alteration to accommodate the above uses.
- 7.16.14.1.10 Stormwater management facilities, including low impact development practices, will not be permitted within natural heritage features or their associated environmental buffers. Related stormwater infrastructure, such as headwalls and outlets, will be sited appropriately and may be permitted, subject to:
  - a) the provision of compensation to ensure not net loss to the natural heritage system with appropriate restoration and mitigation based on recommendations from the Final CEISMP;
  - b) in alignment with TRCA policies, and
  - c) approved by the Town and TRCA at the Draft Plan Stage or through the development approval process.
- 7.16.14.1.11 Pedestrian and cyclist linkages between the EPA, Open Space Policy Area and school sites will be provided where it has been demonstrated not to adversely impact the functions of the natural heritage system as evaluated through -Final Community-wide CEISMP.



- 7.16.14.1.12 The pedestrian and cyclist linkages will generally be identified in the Urban Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.
- 7.16.14.1.13 Illumination of parking, park or other adjacent facilities will be directed away from the EPA and illumination of trails will be minimized to reduce disturbance to wildlife to the greatest extent practical.
- 7.16.14.1.14 Transportation infrastructure crossing the natural heritage system will include design elements and infrastructure to reduce wildlife injury and mortality.

## **7.16.15 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS**

### **7.16.15.1 General Policies**

- 7.16.15.1.1 This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:

- a) Municipal water and wastewater services;
- b) Stormwater management facilities; and
- c) Public utilities and telecommunications.

### **7.16.15.2 Municipal Water and Wastewater Services**

- 7.16.15.2.1 All new development in the Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Community-Wide FSR, to the satisfaction of Peel Region.
- 7.16.15.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.
- 7.16.15.2.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.

### **7.16.15.3 Stormwater Management and Low Impact Development**

- 7.16.15.3.1 Stormwater management facilities servicing the Plan Area will be developed in consultation with the Conservation Authority, the Town and other government agencies, as applicable.
- 7.16.15.3.2 Adjustments to the number, size, design, location and configuration of the stormwater management facilities as shown on Schedule C-8 to this Plan may be assessed through the preparation of the Final Community-Wide FSR. Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.



- 7.16.15.3.3 Stormwater management facilities to support the development of Caledon Station may be located beyond the limits of the Secondary Plan Area so long as the final location is justified through studies such as the Final Community-Wide FSR, Local Subwatershed Study or an equivalent, and an Urban Design Brief, and shall be designed in accordance with other policies contained within the Town Official Plan and the Caledon Station Secondary Plan.
- 7.16.15.3.4 The submission of the following plans and reports will be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed development. All reports shall be prepared in accordance with the Final Community-Wide CEISMP and Final Community-Wide FSR, including:
- a) Stormwater management report and plan
  - b) Erosion and sediment control plan
  - c) Servicing plans
  - d) Grading plans
  - e) Geotechnical reports
  - f) Hydrogeologic reports; and
  - g) Other technical reports as deemed necessary.
- Should lands advance through a site-specific development application, including a draft plan of subdivision or site plan application, that were not studied in the Final Community-Wide CEISMP and Final Community-Wide FSR, the applicant/landowner must submit an addendum to these studies to relate to those lands.
- 7.16.15.3.5 The Final Community-wide FSR shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat in alignment with the recommendation of the Final Community-wide CEISMP. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures as:
- a) Permeable hardscaping
  - b) Bioretention areas
  - c) Exfiltration systems
  - d) Bioswales and infiltration trenches
  - e) Third pipe systems
  - f) Vegetation filter strips
  - g) Green roofs (multi-unit buildings)
  - h) Rainwater harvesting
  - i) Other potential measures.



Minimum green cover targets for different sites will be required under the Town's Green Development Standard to help manage stormwater, reduce urban heat, and improve habitat. LID measures can fulfill both stormwater and green cover requirements.

- 7.16.15.3.6 The stormwater management system will consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and higher frequency of extreme precipitation events.
- 7.16.15.3.7 The stormwater management system will consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.
- 7.16.15.3.8 In considering options for stormwater management, the following policies will apply:
- a) Location of stormwater management facilities with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives will be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods.
  - b) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Environmental Policy Area and to contribute to the achievement of net ecological gain.
  - c) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the Environmental Policy Area, in accordance with the Community-Wide CEISMP.
  - d) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space.
  - e) Minimize the number of management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town.
  - f) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town.
  - g) 7.16.15.3.9 To maintain the ecological integrity of the EPA and natural heritage system, particularly the pre-development water-cycle, water balance and base flow, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in the Plan Area, where feasible.
- 7.16.15.3.10 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Environmental Compliance Approval, as amended, and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and



measures in the Plan Area, reference should be made to the Sustainable Technologies Evaluation Program Low Impact Development Stormwater Management Planning and Design Guide.

- 7.16.15.3.11 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- 7.16.15.3.12 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the respective Conservation Authority and the Town, as necessary.
- 7.16.15.3.13 Stormwater infrastructure that meets the Consolidated linear infrastructure (CLI) ECA requirements will be located within publicly accessible lands to ensure access for operation and maintenance purposes.

#### **7.16.15.4 Public Utilities, Public Facilities and Telecommunications**

- 7.16.15.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS 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.
- 7.16.15.4.2 A future fire station has been depicted on Schedule C-8 to this Plan as a symbol. Adjustments to the fire station siting and sizing will be permitted without requiring an amendment to this Plan.
- 7.16.15.4.3 Public utility, public facility and telecommunications infrastructure that are proposed in the EPA designation are subject to the Official Plan.
- 7.16.15.4.4 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.
- 7.16.15.4.5 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility 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.

#### **7.16.15.5 Intelligent Community**

- 7.16.15.5.1 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.



When developing their lands, developers in the Plan Area will include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

## **7.16.16 GREEN DEVELOPMENT & CLIMATE RESILIENCE**

### **7.16.16.1 Energy & Climate Change Mitigation**

- 7.16.16.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Plan Area.
- 7.16.16.1.2 New development will advance the recommendations of the Energy and Emissions Study for the Caledon Station lands to achieve a near net zero community design, including further study where needed to support implementation.
- 7.16.16.1.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps.
- 7.16.16.1.4 Within the Plan Area, a majority of the available roof area of new development will be encouraged to be dedicated to rooftop solar technologies such as photovoltaic or solar thermal, and combined with Green Roofs, where appropriate.
- 7.16.16.1.5 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.
- 7.16.16.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e., solar ready).
- 7.16.16.1.7 The Town will promote energy efficient and low carbon building design for residential and non-residential buildings through Green Development Standards in new developments.
- 7.16.16.1.8 The Town and applicant will work with Hydro One, the IESO and non-regulated utilities to build out distributed energy systems that can support low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

### **7.16.16.2 Water Efficiency**



7.16.16.2.1 New development in the Plan Area will consider the achievement of greater energy and water efficiency in all new buildings, beyond the above minimum requirements in the Ontario Building Code.

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

### **7.16.16.3 Climate Adaptation**

7.16.16.3.1 New development in the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.

7.16.16.3.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which will be implemented at the site level through individual plans of subdivision and site plans.

7.16.16.3.3 New development in the Plan Area will consider measures to improve climate resilience in the review of a development application, including the following:

- a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
- b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
- c) Adapting storm drainage systems to manage an increase in annual precipitation and extreme precipitation events;
- d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds;
- e) Reducing reliance on increasingly constrained potable water resources;
- f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
- g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

### **7.16.16.4 Green Development Standards**

7.16.16.4.1 All new development will implement metrics outlined in the Town's Green Development Standards, to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that new residential, commercial, and institutional development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.



**7.16.17 PROVINCIAL MINIMUM DISTANCE SEPARATION**

- 7.16.17.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setbacks (the MDS Setback Area) for 2 farms just north of the Caledon Station Plan Area, extends into the Plan Area.
- 7.16.17.2 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the MDS Setback Area as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

**7.16.18 REGION OF PEEL HEALTH ASSESSMENT**

- 7.16.18.1 All development applications in the Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region.
- 7.16.18.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

**7.16.19 LAND ACQUISITION AND DEDICATION**

- 7.16.19.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the expropriation of lands required to implement the road network and the municipal park program in the Plan Area, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure or community facilities.
- 7.16.19.2 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.16.19.3 Where roads or portions of roads are closed or deemed surplus by the Town through the development of Caledon Station, the portion of those closed or surplus roads directly abutting adjacent privately owned lands will be conveyed gratuitously to that adjacent landowner if those adjacent lands have been subject to a widening or have provided other such conveyance pursuant to this plan for the purpose creating a new road or extending an existing road.
- 7.16.19.4 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads,

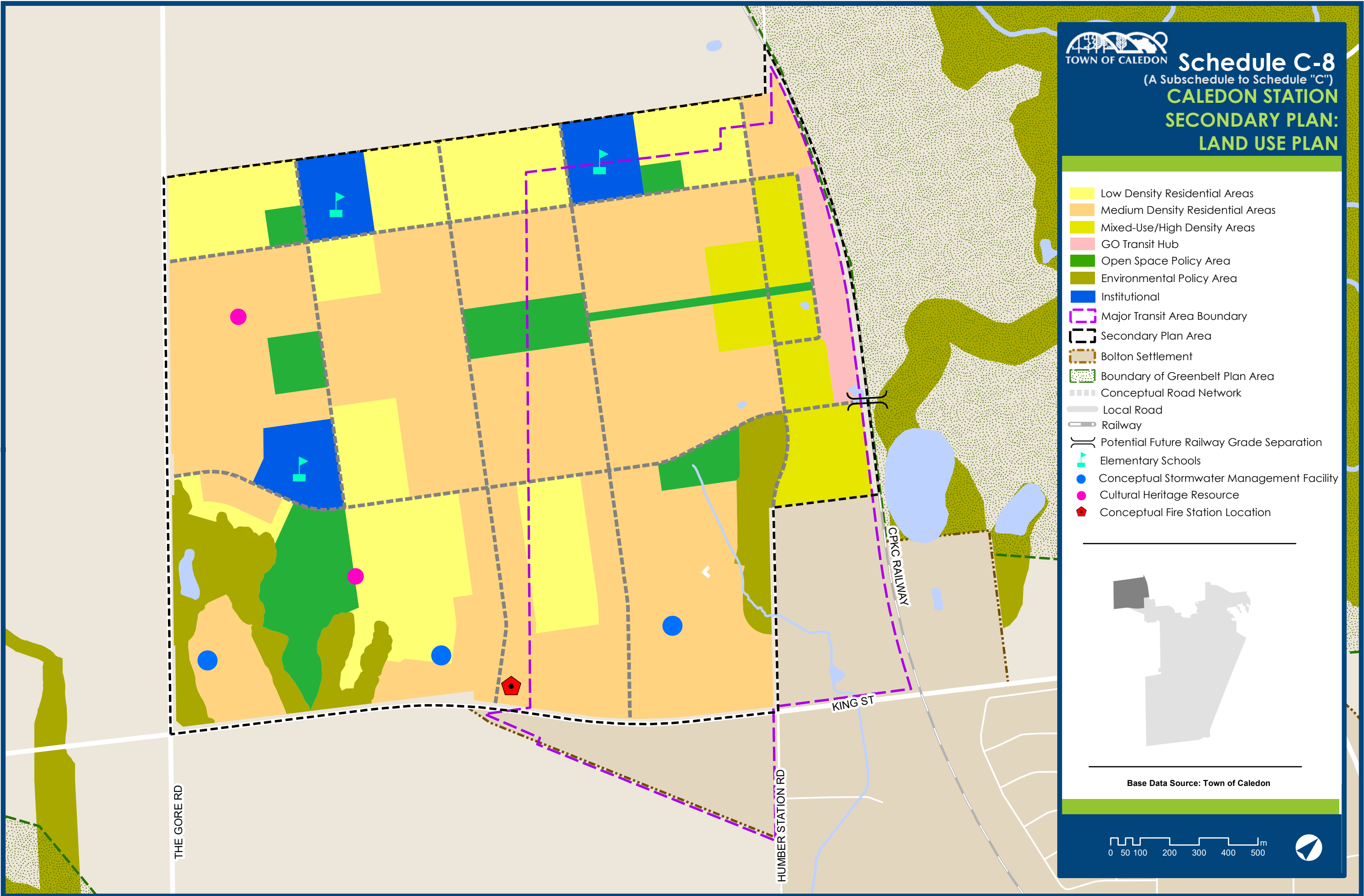


stormwater management facilities, parkland, open space and school sites to the Town, Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

**7.16.20 IMPLEMENTATION**

- 7.16.20.1 The Official Plan implementation policies will apply to the Caledon Station Secondary Plan.
- 7.16.20.2 Minor adjustments to land use designation boundaries and the location of streets may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 7.16.20.3 The redevelopment of existing non-conforming uses to uses that are consistent with the vision, goal and objectives of the Caledon Station Secondary Plan will be encouraged.





**TOWN OF CALEDON**

# Schedule C-8

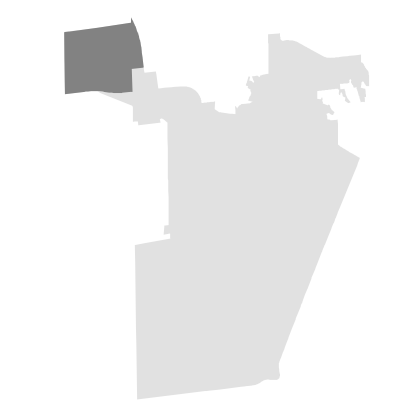
(A Subschedule to Schedule "C")

## CALEDON STATION

### SECONDARY PLAN:

### LAND USE PLAN

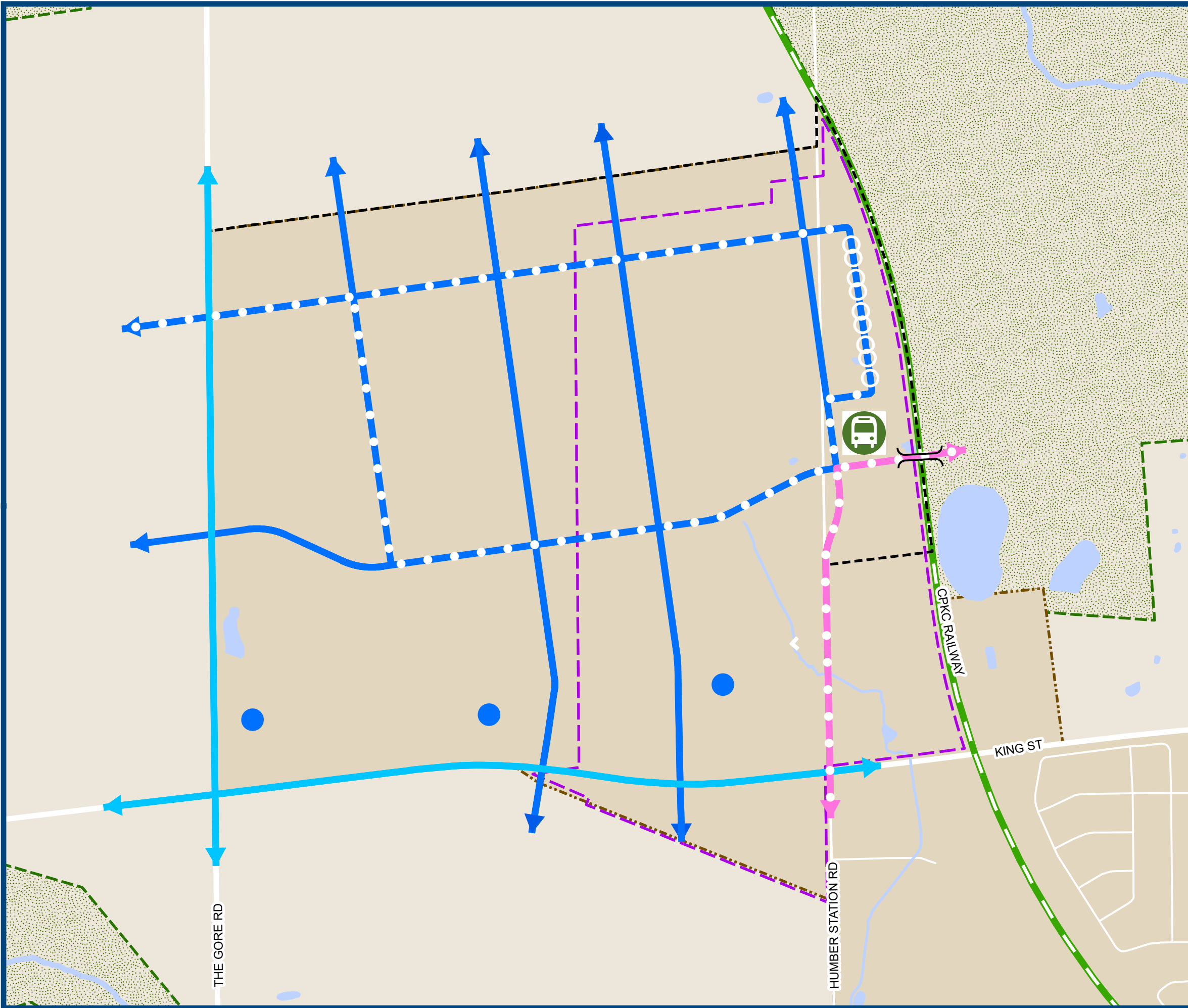
- Low Density Residential Areas
- Medium Density Residential Areas
- Mixed-Use/High Density Areas
- GO Transit Hub
- Open Space Policy Area
- Environmental Policy Area
- Institutional
- Major Transit Area Boundary
- Secondary Plan Area
- Bolton Settlement
- Boundary of Greenbelt Plan Area
- Conceptual Road Network
- Local Road
- Railway
- Potential Future Railway Grade Separation
- Elementary Schools
- Conceptual Stormwater Management Facility
- Cultural Heritage Resource
- Conceptual Fire Station Location




Base Data Source: Town of Caledon









# Schedule C-8A

(A Subschedule to Schedule "C")

## CALEDON STATION

### SECONDARY PLAN:

### TRANSPORTATION SCHEDULE

Regional Arterial (30m)

Town Arterial (26m)

Town Collector (22m)

Transit Routing

Transit Street (22m)

GO Transit Rail Line

GO Transit Station

Conceptual Stormwater Management Facility

Conceptual Fire Station Location

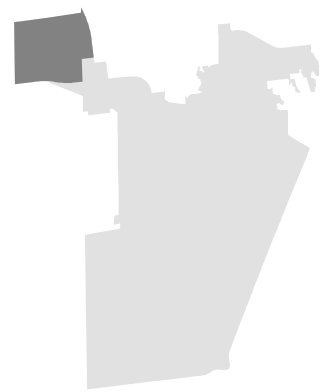
Potential Future Railway Grade Separation

Major Transit Area Boundary

Secondary Plan Area

Bolton Settlement

Boundary of Greenbelt Plan Area



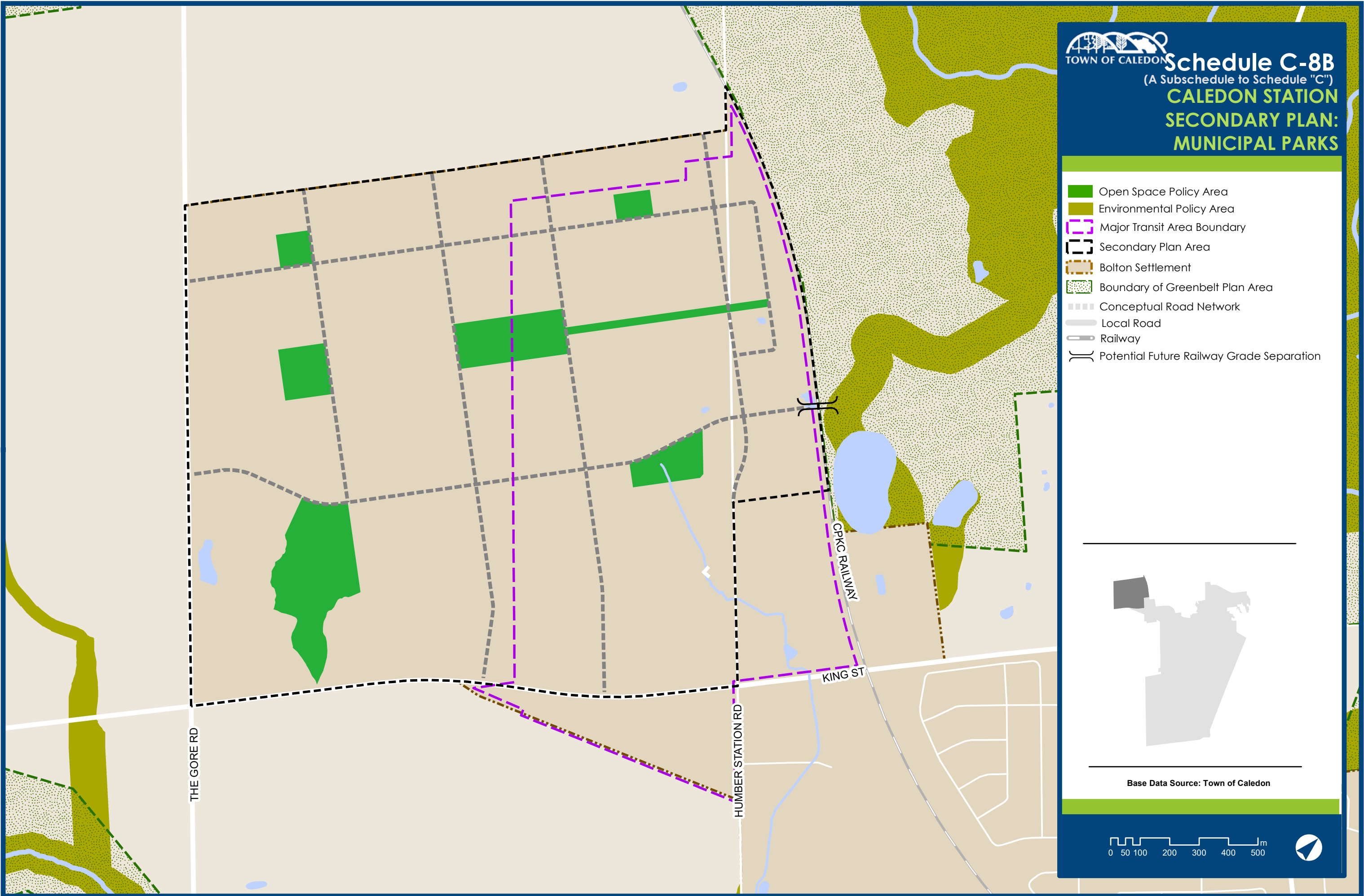
Base Data Source: Town of Caledon


0 50 100 200 300 400 500

m









**Schedule C-8B**  
(A Subschedule to Schedule "C")  
**CALEDON STATION**  
**SECONDARY PLAN:**  
**MUNICIPAL PARKS**

Open Space Policy Area

Environmental Policy Area

Major Transit Area Boundary

Secondary Plan Area

Bolton Settlement

Boundary of Greenbelt Plan Area

Conceptual Road Network

Local Road

Railway

Potential Future Railway Grade Separation



Base Data Source: Town of Caledon

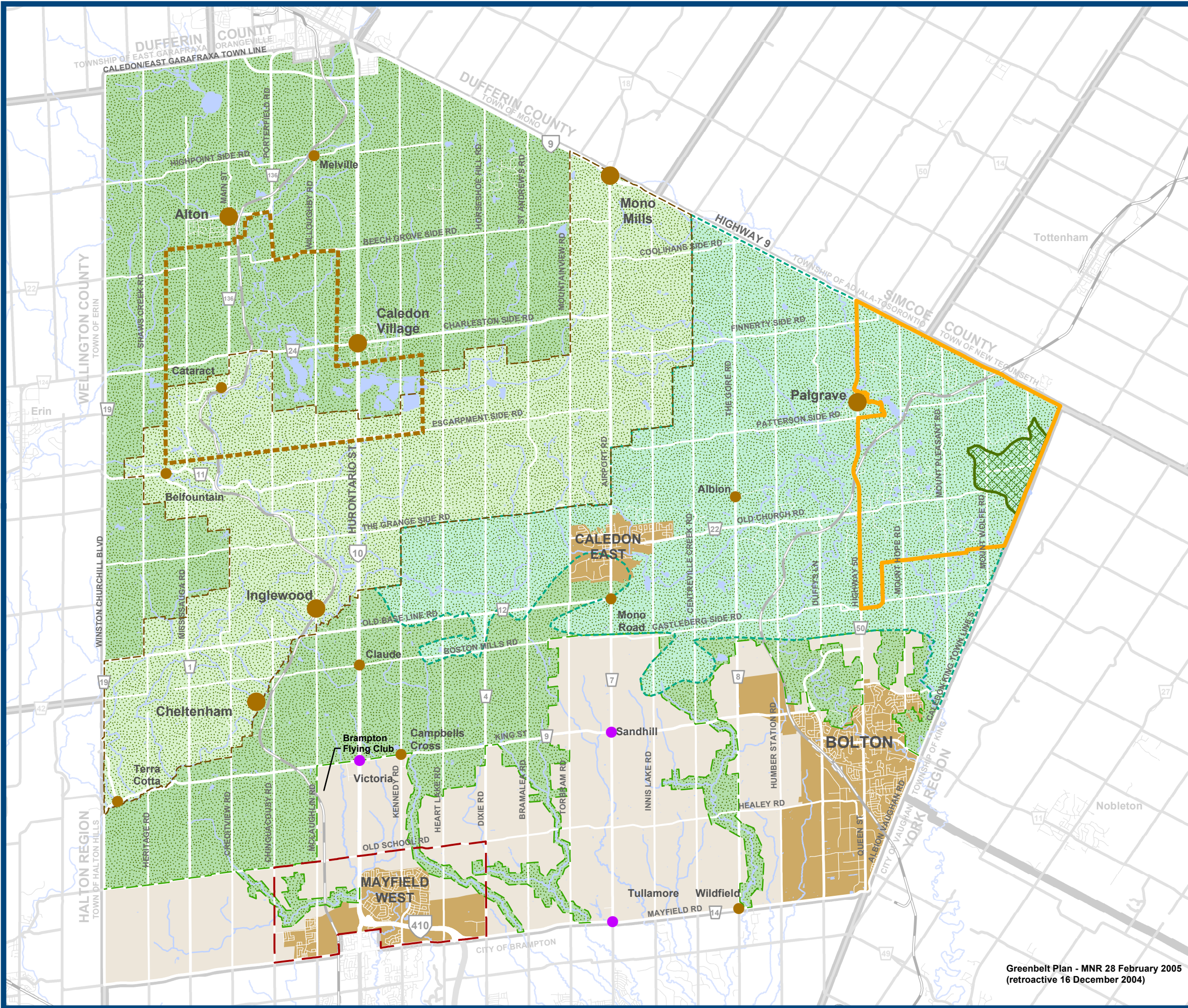
0


50

m


















# Schedule A1





## TOWN OF CALEDON





### TOWN STRUCTURE

#### Greenbelt Designations


-  Greenbelt Plan Area
-  Greenbelt Plan Protected Countryside Designation
-  Niagara Escarpment Plan Area
-  Oak Ridges Moraine Conservation Plan Area

-  Agricultural and Rural Area of the Growth Plan
-  Mayfield West Study Area Boundary
-  Coulterville Special Study Area
-  Palgrave Estate Residential Community
-  Lake Simcoe Protection Plan Area


-  Rural Service Centre
-  Village
-  Hamlet
-  Industrial/Commercial Centre

-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

Base Data Source: Town of Caledon

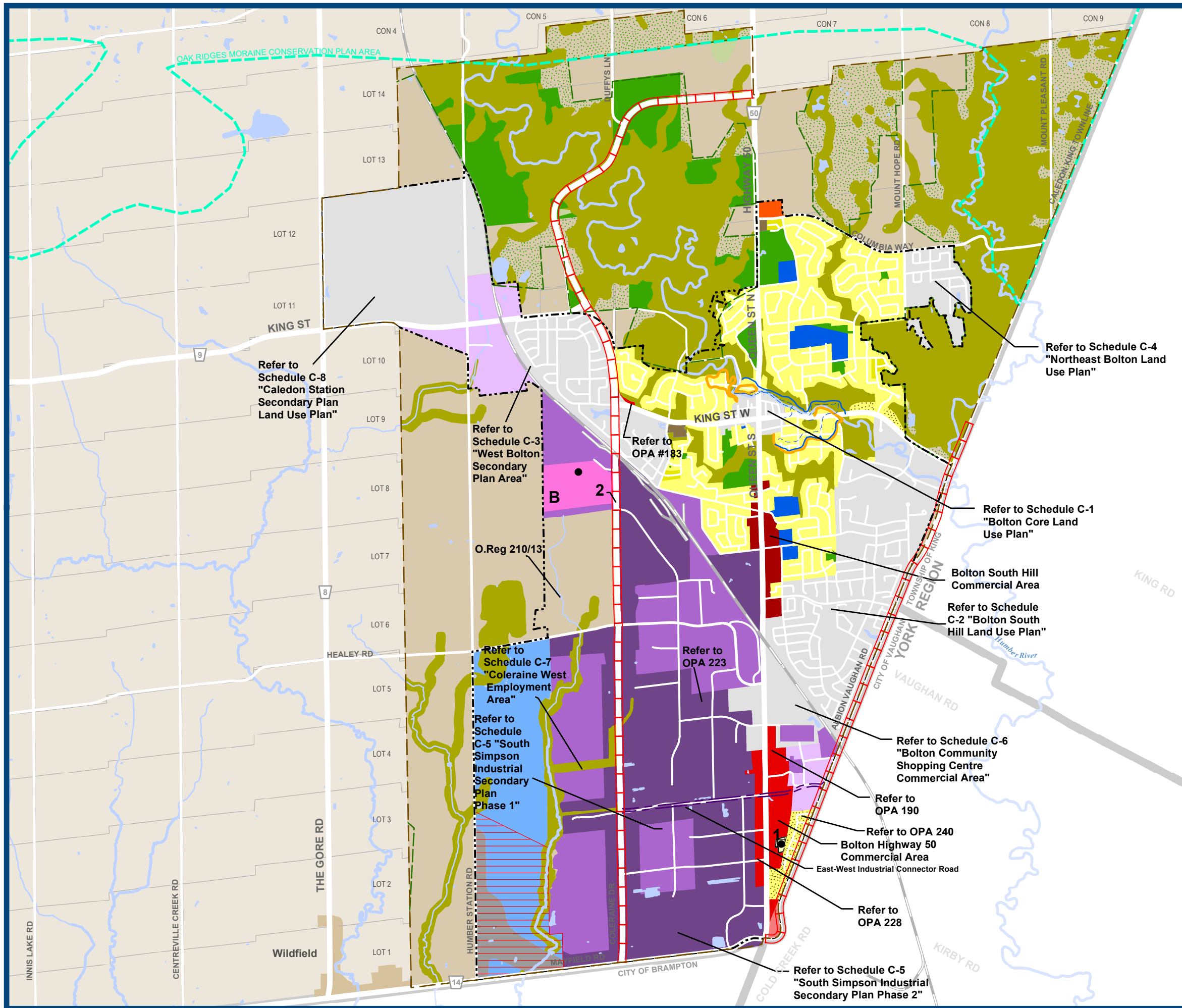


0 0.5 1 2 3 4 5 km



Greenbelt Plan - MNR 28 February 2005  
(retroactive 16 December 2004)







# Schedule C

## BOLTON

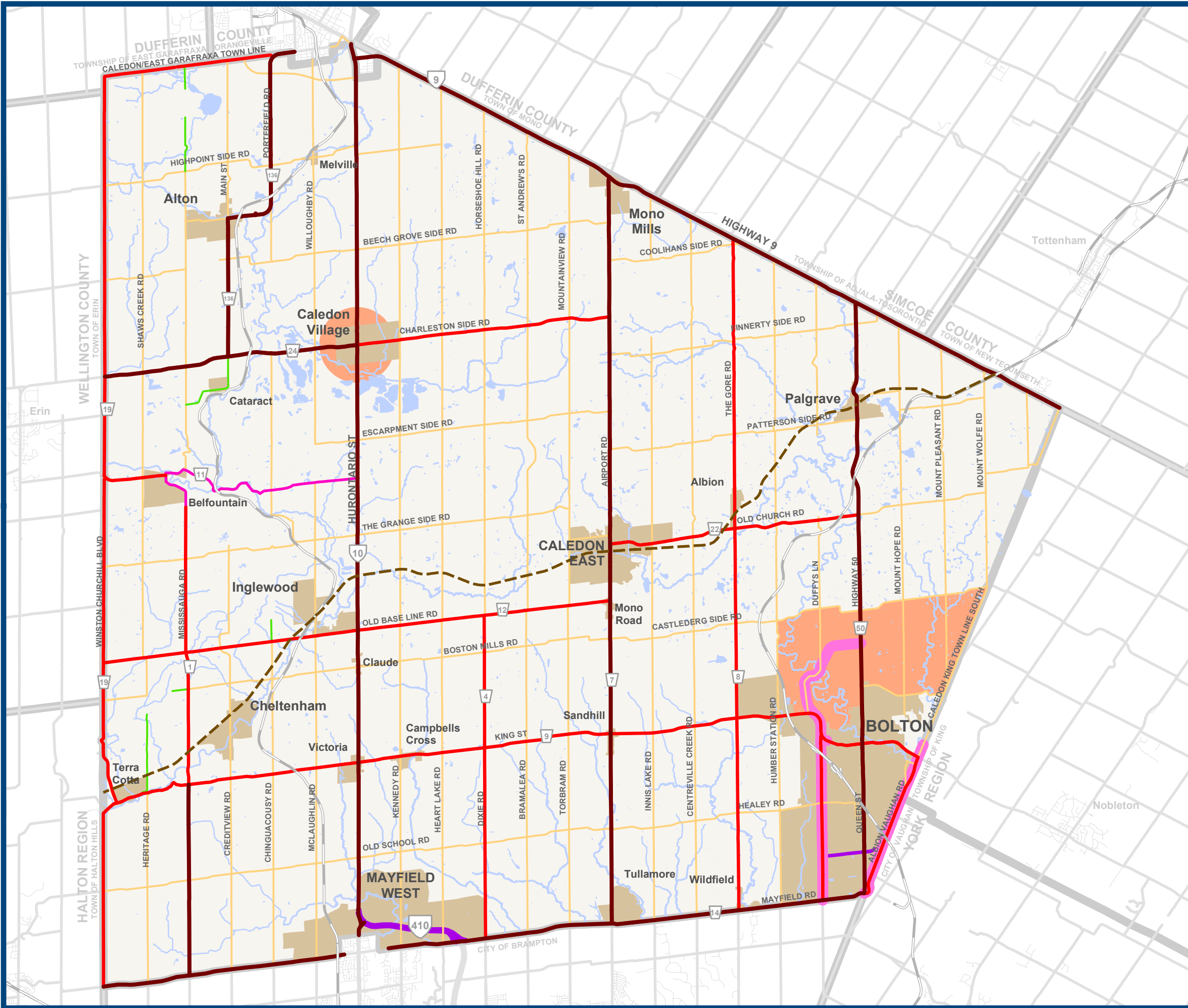
### LAND USE PLAN

- Prime Agricultural Area
- Rural Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Residential
- General Industrial
- Dry Industrial
- Prestige Industrial
- Policy Area - Industrial
- Bolton Highway 50 Commercial Area
- Bolton South Hill Commercial Area
- Bolton North Hill Commercial Area
- Rural Uses
- Institutional
- Special Provisions
- Open Space Policy Area
- Environmental Policy Area
- New Employment Area
- Highway 413 Transportation Corridor
- Future Highway 413 Corridor and Northwest GTA Transmission Corridor Protection Areas
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Rural Service Centre Boundary
- 100 Year Floodline Limit
- Regional Floodline Limit
- Special Policy Area Boundary
- Site Specific Area
- Bolton Arterial Road Network
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon







# Schedule J

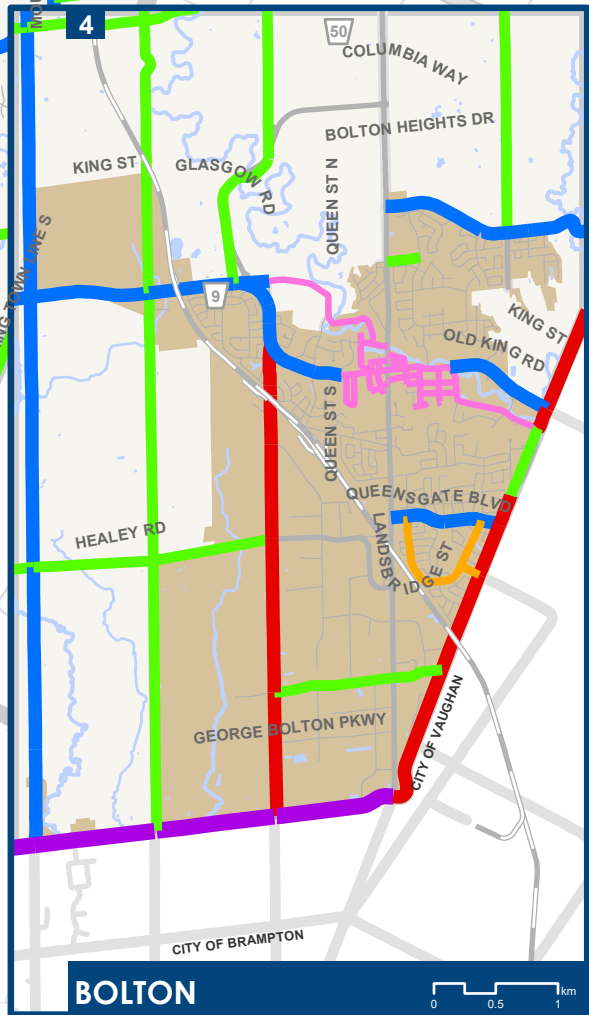
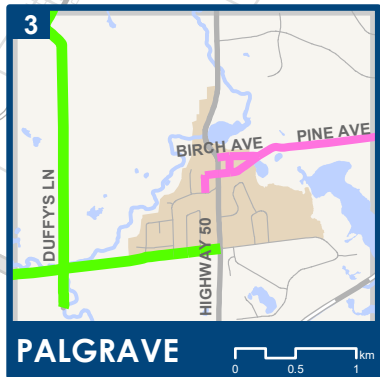
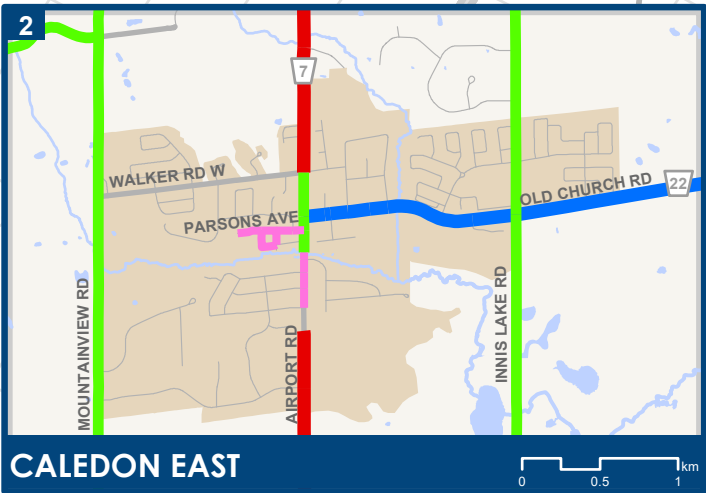
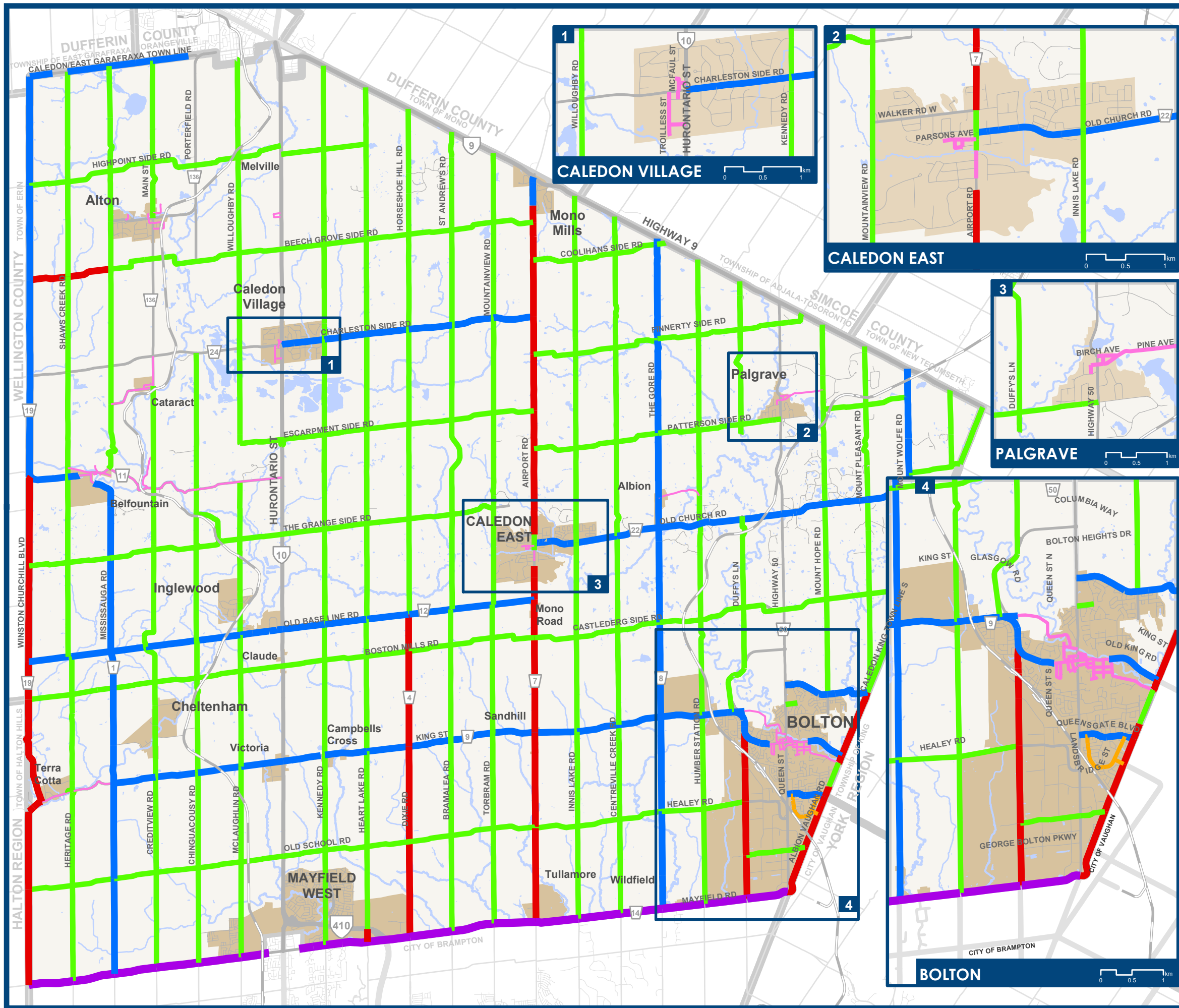
## LONG RANGE ROAD NETWORK

- Provincial Freeway
  - High Capacity Arterial
  - Medium Capacity Arterial
  - Low Capacity Arterial
  - Collector
  - East-West Industrial Collector
  - Local
  - Trailway
  - Proposed Bolton Arterial Route (BAR)
- 
- Transportation Study Area
  - Settlement
- 
- Provincial Road
  - Regional Road
  - Railway

Base Data Source: Town of Caledon







# Schedule K

## ROAD RIGHT-OF-WAY WIDTHS

- 50 Metre
- 36 Metre
- 30 Metre
- 26 Metre
- 22 Metre
- 20 Metre

- Settlement Area
- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km





# Schedule L

## CHPMARA

### PRIORITIZATION PLAN

- CHPMARA (Sand & Gravel)
- CHPMARA (Bedrock Resource)
- CHPMARA Aggregate Resource Lands
- CHPMARA Aggregate Reserve Lands
- Oak Ridges Moraine Conservation Plan Area
- Licensed Pit/Quarry
- Settlement Area
- Provincial Road
- Regional Road
- Local Road
- Railway

#### RESOURCE AREAS

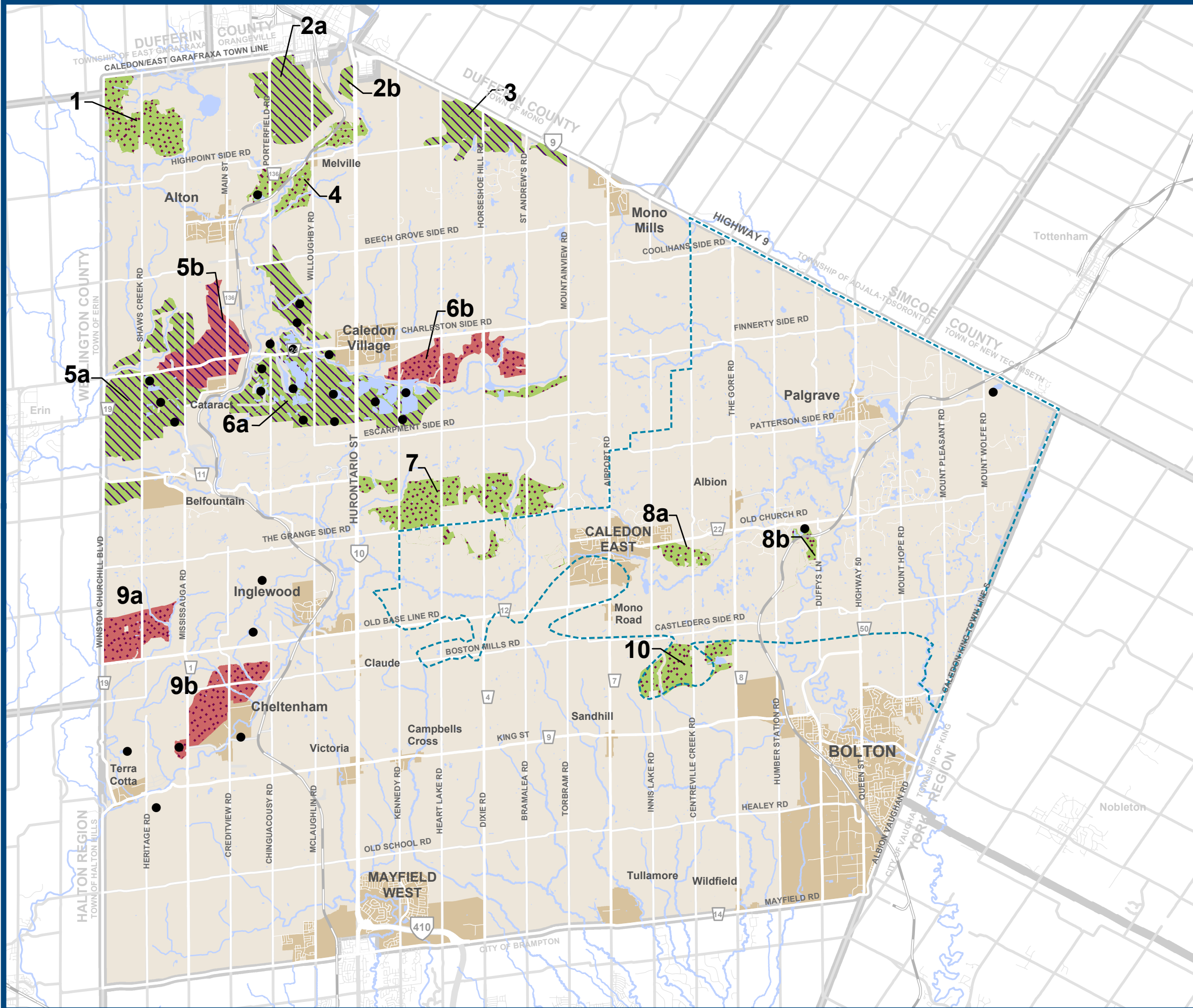
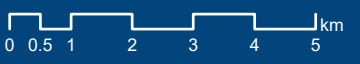
- Alton West
- Orangeville
- Mono Mills
- Melville
- 5a. Belfountain (Sand & Gravel)
- 5b. Belfountain (Bedrock Resource)
- 6a. Caledon (Sand & Gravel)
- 6b. Caledon (Bedrock Resource)
- Grange
- Caledon East/Centreville
- Inglewood
- Humber

**NOTE:**  
This Schedule represents the unofficially consolidated Official Plan Schedule as of 15 September 2013.

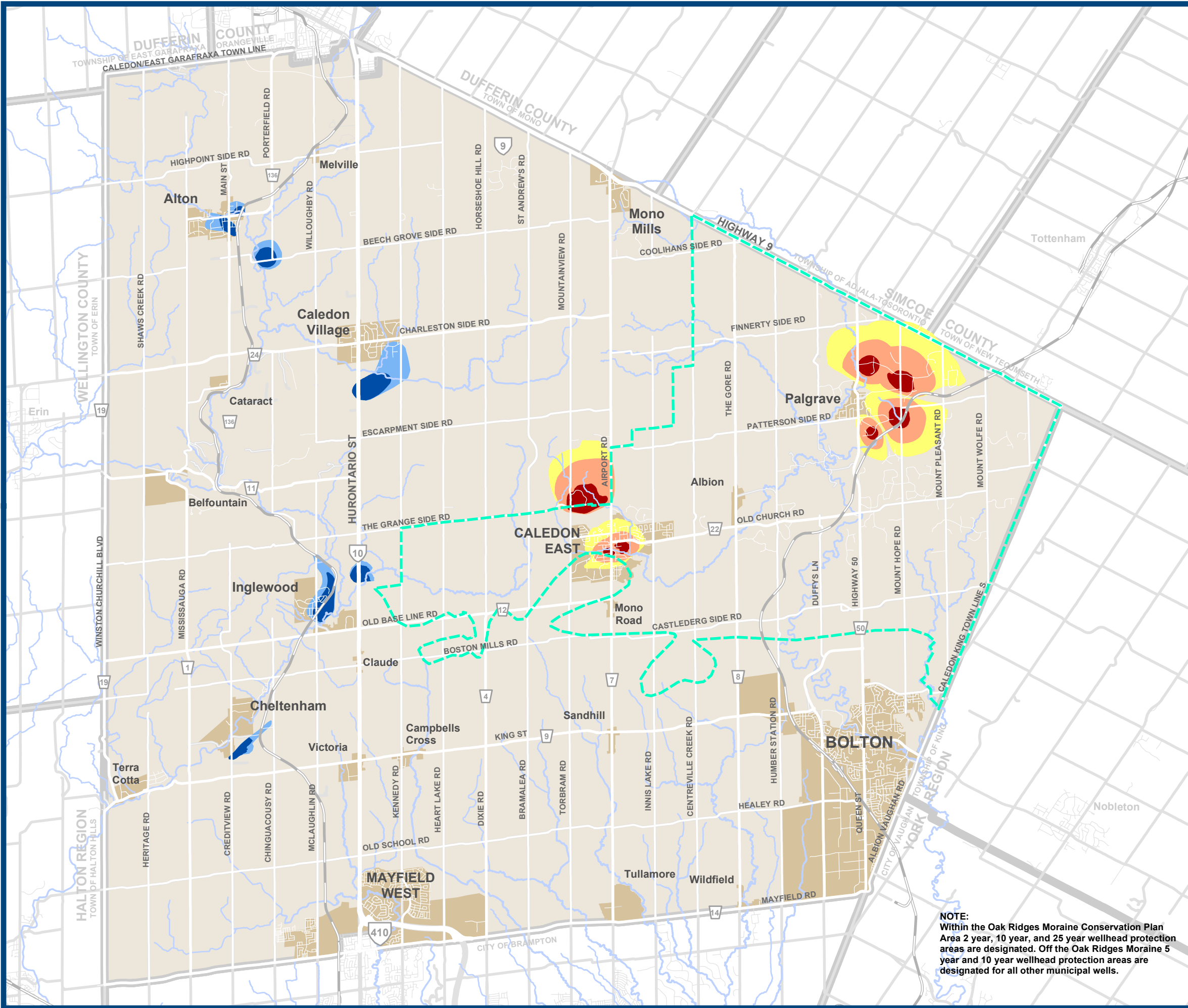
If necessary, reference should be made to the Town of Caledon Development Approval and Planning Policy Department or the Town Clerk for confirmation of current approved policies.

Information outside of the Town of Caledon is shown for illustrative purposes or to display inter-regional linkages.

Base Data Source: Town of Caledon, Greenbelt Plan 2005









## Schedule O

### WELLHEAD PROTECTION AREAS

2 Year Protection Area

10 Year Protection Area

25 Year Protection Area

5 Year Protection Area

10 Year Protection Area

#### Wellhead Protection Areas in Oak Ridges Moraine

2 Year Protection Area

10 Year Protection Area

25 Year Protection Area

Oak Ridges Moraine Conservation Plan Area

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

Base Data Source: Town of Caledon, Greenbelt Plan 2005

0 0.5 1 2 3 4 5 km

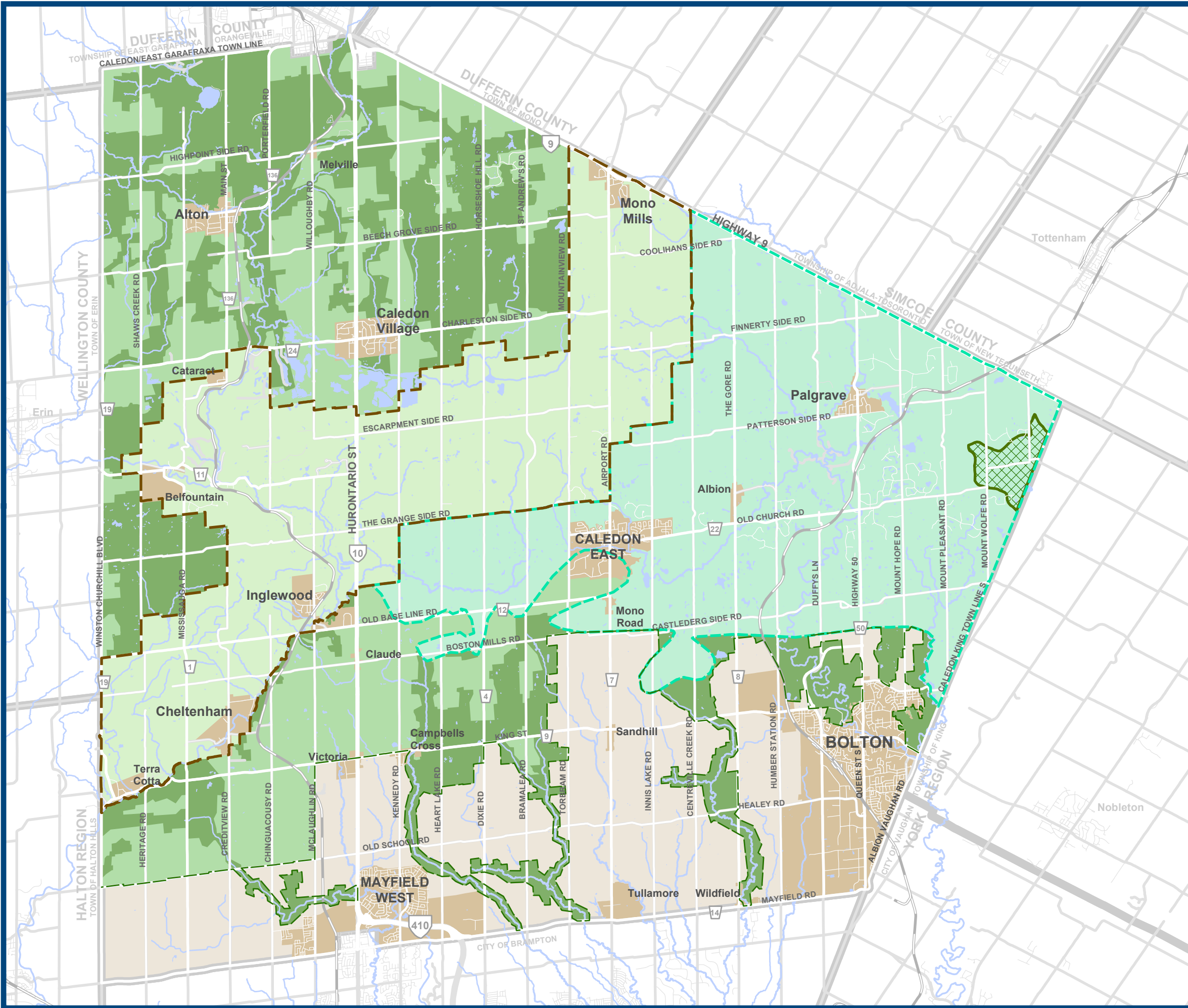



**NOTE:**  
Within the Oak Ridges Moraine Conservation Plan Area 2 year, 10 year, and 25 year wellhead protection areas are designated. Off the Oak Ridges Moraine 5 year and 10 year wellhead protection areas are designated for all other municipal wells.

April 2018 Office Consolidation

FILE: S:\POLICY SECTION\GIS\official\_plan\mxd\9-april\_2018  
SAVED BY: bloverock  
SAVED: 2 April 2018


















## Schedule S

### THE GREENBELT IN CALEDON

-  Boundary of Greenbelt Plan Area
-  Greenbelt Plan Protected Countryside
-  Greenbelt Plan Natural Heritage System
-  Niagara Escarpment Plan Area
-  Oak Ridges Moraine Conservation Plan Area
-  Lake Simcoe Protection Plan Area
-  Settlement Area
-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

Base Data Source: Town of Caledon, Greenbelt Plan 2005

