

AMENDMENT NO. 283
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2025-042

A by-law to adopt Amendment No. 283 to the
Official Plan for the Town of Caledon

WHEREAS the Council of The Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended deems it expedient to amend the Town of Caledon Official Plan;

NOW THEREFORE the Council of The Corporation of the Town of Caledon
ENACTS AS FOLLOWS:

General

1. Amendment No. 283 to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

THE CONSTITUTIONAL STATEMENT

- PART A - THE PREAMBLE - does not constitute part of this amendment.
- PART B - THE AMENDMENT - consisting of the following text and Schedules constitutes Amendment No. 283 of the Town of Caledon Official Plan.

AMENDMENT NO. 283

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend the Official Plan to expand the Mayfield West community to include Mayfield West Phase 3 lands. More specifically this amendment proposes to include a new Section 7.16, Mayfield West Phase 3 Secondary Plan and various schedules of the Official Plan to establish the goals, objectives and policies to govern the development of land within this area.

Location:

The lands subject to this Amendment are known as the Mayfield West Phase 3 lands and are identified on Schedules, attached. This area is bounded by Hurontario Street (Highway 10) to the west, Old School Road to the north, the Greenbelt Plan Area to the east, and the existing Mayfield West Phase 1 boundary to the south. The lands are comprised of an area approximately 100 ha (247 ac) in size and are legally described as Part of Lots 21 and 22, Concessions 1 and 2, EHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Tribunal File OLT-23-000520 and OLT-23-001291, as approved by the Ontario Land Tribunal on March 14, 2025. The applicant, Argo Kennedy Limited has requested an amendment to the Town of Caledon Official Plan to include Mayfield West Phase 3, Stage 1 Secondary Plan Area. In support of the application, the applicant submitted the following reports:

- Agricultural Impact Assessment;
- Architectural Design Guidelines;
- Climate Adaptation Plan;
- Community Energy and Emission Reduction Plan;
- Cultural Heritage Survey Report;
- Environmental Noise feasibility Study;
- Fiscal Impact Study;
- Initial Functional Servicing and Stormwater Management Report;
- Health Development Assessment;
- Housing Assessment;
- Initial Community-wide Comprehensive Environmental Impact Study and Management Plan (CEISMP);
- Mobility Plan;
- Phase One Environment Site Assessment;
- Planning Justification Report;
- Preliminary Geotechnical Investigation and Slope Stability Assessment;
- Preliminary Hydrogeological Investigation;
- Transportation Considerations Report; and
- Urban Design Brief.

PART B – THE AMENDMENT

This Part of the document, entitled “Part B – The Amendment”, and consisting of the following text and schedules constitutes Amendment No. 283 of the town of Caledon Official Plan.

Mayfield West Phase 3

Stage 1

SECONDARY PLAN

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7.16.1 INTRODUCTION

The Mayfield West Phase 3 Stage 1 Secondary Plan Area is an extension of the existing Mayfield West community. The Secondary Plan is intended to guide the development of lands within the Mayfield West Phase 3 Stage 1 plan area in a manner that provides compact, pedestrian and cyclist-friendly and transit-oriented neighbourhoods that are integrated with existing natural heritage features and with a range of housing forms and densities that will support the Town's ability to accommodate forecast population and employment growth to 2036.

7.16.2 LOCATION

The lands subject to this Secondary Plan are known as the Mayfield West Phase 3 Stage 1 lands and are identified on Schedule "B". This area is bounded by Hurontario Street (Highway 10) to the west, Old School Road to the north, the Greenbelt Plan Area to the east, and the existing Mayfield West Phase 1 Secondary Plan boundary to the south. The lands are comprised of an area approximately 100 ha (247 ac) in size and are legally described as Part of Lots 21 and 22, Concessions 1 and 2, EHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.16.3 GOALS AND OBJECTIVES

7.16.3.1 Goal

The Plan Area will promote sustainability and resiliency, being a community that is compact, pedestrian and cyclist-friendly, providing a range and mix of housing opportunities, while also respecting the surrounding natural heritage features.

7.16.3.2 Objectives

The planning objectives for the Mayfield West Phase 3 Stage 1 Secondary Plan Area are as follows:

- a) Create opportunities for a broad mix and range of housing types that are suitable for different incomes, ages, lifestyles, and families;
- b) Establish a healthy, vibrant, mixed-use environment that attracts year-round activities;
- c) Create an attractive, high quality streetscape and built form design that links the Plan Area with the existing Mayfield West settlement area and beyond;

- d) 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 Regional housing targets;
- e) Provide parks and open spaces which are accessible and facilitate active and passive recreation;
- f) Protect and enhance significant and sensitive natural heritage features within a protected natural heritage system,
- g) Integrate and connect open spaces into the design of neighbourhoods while ensuring the protection of ecological systems;
- h) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- i) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;
- j) Provide an inter-connected transportation network, that includes road, pedestrian, cycling and transit infrastructure, that connects to the surrounding arterial road system, provides active transportation opportunities and promotes transit;
- k) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable.
- l) Identify and conserve cultural heritage resources, incorporating those resources and elements into the community design;
- m) Integrate smart community technologies that establish broadband connectivity for an improved quality of life through learning, work and play;
- n) Address climate change adaptation (e.g., responding to extreme weather events) and mitigation;

- o) Implement sustainable and resilient plans, technologies and design approaches, including low-impact development strategies;
- p) Foster a sustainable environment for employment and economic development;
- q) 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 population and employment targets shown in Table 7.16 and development will occur in a manner consistent with these minimum targets.

Table 7.16 Mayfield West Phase 3-Stage 1 Plan Area Population and Employment Targets

Population	4,130
Population related jobs ⁽¹⁾	460
Total	4,590
Land Area (hectares) ⁽²⁾	68
Minimum Density (combined population & jobs/hectare)	67.5

⁽¹⁾ Includes Forecast Work from Home and Retail jobs and existing Elementary School employment.

⁽²⁾ Net Area of Plan Area, excluding the Environmental Policy Area.

- 7.16.4.1.3 The total number of residential homes in the Plan Area shall achieve the planned minimum population of approximately 4,130 across the Plan Area.
- 7.16.4.1.4 The Town will ensure compliance with the population and employment targets through the draft plan of subdivision and Site Plan Approval process.

7.16.5 BASIS OF THE SECONDARY PLAN

7.16.5.1 In the development of this Secondary Plan, the following community-wide studies were undertaken:

- a) Agricultural Impact Assessment;
- b) Architectural Design Guidelines;
- c) Climate Adaptation Plan;
- d) Community Energy and Emission Reduction Plan;
- e) Cultural Heritage Survey Report;
- f) Environmental Noise Feasibility Study;
- g) Fiscal Impact Study;
- h) Initial Functional Servicing and Stormwater Management Report;
- i) Healthy Development Assessment;
- j) Housing Assessment;
- k) Initial Community-Wide Comprehensive Environmental Impact Study and Management Plan (CEISMP);
- l) Mobility Plan;
- m) Phase One Environmental Site Assessment;
- n) Planning Justification Report;
- o) Preliminary Geotechnical Investigation and Slope Stability Assessment;
- p) Preliminary Hydrogeological Investigation;
- q) Transportation Considerations Report; and,
- r) Urban Design Brief.

Together, these plans/studies provide important direction with respect to the preparation and review of the development applications in the Plan Area. Future draft plans of subdivision shall be based on the findings and recommendations of these studies.

- 7.16.5.1.2 Prior to draft approval of any plan of subdivision application and/or approval of the first site plan application in the Plan Area, the plans/studies listed in Section 7.16.5.1 may need to be refined to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff. Further direction is provided in Section 7.16.20 of this secondary plan. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.
- 7.16.5.1.3 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 complete 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 approved by the Town staff.
- 7.16.5.1.4 Through the pre-consultation process for specific development applications (e.g. plans of subdivision, zoning by-law amendments and site plans), the Town will identify site-specific plans/studies/documents which are required to be submitted as part of a complete application.

7.16.6 GENERAL DEVELOPMENT

7.16.6.1 Community Design

- 7.16.6.1.1 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.
- 7.16.6.1.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:
 - a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and approved

Mayfield West Phase 3 Stage 1 Urban Design Brief and Architectural 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 extensive use of building and store front entrances and display windows.

7.16.6.1.3 Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.

7.16.6.1.4 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.

7.16.7 RESIDENTIAL

7.16.7.1 General Policies

7.16.7.1.1 This section establishes specific policies with respect to residential development in the Plan Area. The following residential designations are shown on Schedule B-3 to this Plan:

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

7.16.7.1.2 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 of the Official Plan and this secondary plan, the policies of this secondary plan including Table 7.16 will prevail.

7.16.7.1.3 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 residential units, exclusive of public rights-of-way, railway rights-of-way, school blocks, park blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks.

7.16.7.1.4 Residential development in the Plan Area shall contribute to achieving the new housing unit targets shown in Table 4 of the 2051 Region of Peel Official Plan as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy. The community must provide a

variety of housing options and encouraged to accommodate ownership and rental tenure, secondary and accessory units and housing to meet various income levels.

- 7.16.7.1.5 Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted.
- 7.16.7.1.6 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use rear-lane housing, flankage lots, window streets, service roads, berms and landscaping adjacent to these roads.
- 7.16.7.1.7 Houses located in visually prominent positions in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be subject to more detailed design to emphasize the quality and character of the community. The Architectural Design Guidelines shall identify the design treatment for such lots and will indicate the implementation process associated with these Guidelines.
- 7.16.7.1.8 Accessory apartments or accessory dwelling units will be permitted in the Low Density Residential Area and Mixed High/Medium Density Residential Area land use designations, in accordance with the Town's Zoning By-law.
- 7.16.7.1.9 Reduction of parking requirements for accessory apartments or accessory dwelling units may be considered if the proposed unit is deemed to have excellent access to transit.

7.16.7.2 Affordable Housing

- 7.16.7.2.1 The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time. The development shall contribute to the following targets:
 - a) That 25% of all new housing units are rental tenure.
 - b) That 50% of all new housing units are in forms other than detached and semi-detached houses.
- 7.16.7.2.2 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.
- 7.16.7.2.3 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

- 7.16.7.2.4 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.
- 7.16.7.2.5 The Town shall 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.
- 7.16.7.2.6 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.
- 7.16.7.2.7 Gentle density housing including accessory apartments or accessory dwelling units will be permitted in the Low Density Residential Area and Mixed High/Medium Density Residential Area land use designations, in accordance with the Town's Zoning By-law. 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.
- 7.16.7.2.8 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 any designation that permits residential uses.
- 7.16.7.2.9 Landowners in the Plan Area shall provide approximately a minimum of 0.4 ha (1.0 ac) of land within the Secondary Plan for affordable housing purposes for conveyance to the Region of Peel in fulfilment of the Town and Region housing policies and Peel-wide housing targets as per the Region of Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.
- 7.16.7.2.9.1 The location, size, configuration, and frontage of these lands shall be identified in the Community-Wide DSSP to the satisfaction of the Region of Peel and shall be on lands within the Mixed High/Medium Density Residential Area land use designation.
- 7.16.7.2.9.2 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.

7.16.7.3 Low Density Residential Area

- 7.16.7.3.1 Lands designated Low Density Residential Area on Schedule B-3 will be developed predominantly for ground oriented housing including single detached houses, semi-detached houses, street townhouses, rear-lane townhouses, and back to back townhouses.
- 7.16.7.3.2 The minimum net density of development in the Low Density designation will be 30 units per net hectare.
- 7.16.7.3.3 For lands designated Low Density Residential Area the maximum height of any residential building will be three storeys.
- 7.16.7.4 Mixed High/Medium Density Residential Area**
- 7.16.7.4.1 Lands designated Mixed High/Medium Density Residential Area on Schedule B-3 may be developed for a full range of townhouses, including rear-lane townhouses, stacked townhouses, back-to-back townhouses, live/work townhouses, apartment and mixed-use buildings, housing for seniors, including retirement homes and long term care homes.
- 7.16.7.4.2 Notwithstanding Section 7.16.7.4.1, single detached and semi-detached dwelling types may be considered within the Mixed High/Medium Density Residential Area designation, provided the minimum density is met.
- 7.16.7.4.3 Notwithstanding Section 7.16.7.4.1 local, small-scale commercial and service commercial uses which are supportive of and compatible with residential uses, may be considered within the Mixed High/Medium Density Residential Area designation, subject to the implementing Zoning By-Law.
- 7.16.7.4.4 The minimum net density of development in the Mixed High/Medium Density Residential Area designation will be 50 units per net hectare. Minimum density will be measured collectively across all lands designated Mixed High/Medium Density Residential Area designated in the Secondary Plan Area, exclusive of public rights-of-way, school blocks, park 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.
- 7.16.7.4.5 The height of apartment and mixed-use buildings in the Mixed High/Medium Density Residential Area designation shall be 4 to 12 storeys and the maximum height for development will be specified in the Zoning By-law.
- 7.16.7.4.6 Where mid-rise apartments abut lands in a Low Density Residential Area designation, site design considerations will be undertaken to ensure compatibility between housing forms is provided.

7.16.7.5 Commercial Development in Mixed High/Medium Density Residential Area Designation

- 7.16.7.5.1 Commercial development on lands designated Mixed High/Medium Density Residential Area and located fronting Old School Road and east of Kennedy Road will be in accordance with the commercial policies of the Official Plan, the Town's Industrial/Commercial Design Guidelines, and the policies in Section 7.16.7 of this Secondary Plan. Where there is a conflict between the commercial policies of the Official Plan or the Industrial/Commercial Design Guidelines and Section 7.16.7 of this Secondary Plan, the policies of this Secondary Plan will apply.
- 7.16.7.5.2 All General Commercial uses, as described in the Official Plan, will be permitted in the Mixed High/Medium Density Residential Area designation in the Plan Area.
- 7.16.7.5.3 Limited commercial uses within the Mixed High/Medium Density Residential Area designation located at the intersection of Old School Road and Kennedy Road may be permitted in standalone buildings.
- 7.16.7.5.4 While the majority of commercial uses are intended to be located within the Mixed High/Medium Density Residential Area designation at the corner of Old School Road and Kennedy Road, local commercial and service commercial uses are also permitted within the Mixed High/Medium Density Residential Area designation throughout the Plan Area.
- 7.16.7.5.5 Automotive commercial uses, including drive-throughs will not be permitted within the Plan Area.
- 7.16.7.5.6 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.
- 7.16.7.5.7 Buildings containing commercial uses 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 INSTITUTIONAL AREA

- 17.16.8.1 Uses within the Institutional Area land use designation shall conform to the policies in the Official Plan. Where there is conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan shall prevail.

7.16.8.2 One Public Elementary School site is identified within the Institutional Area designation on Schedule B-3 to this Plan. The school site is pre-existing to the establishment of the plan and was selected by the Peel District School Board with consideration made to its location, size and configuration.

7.16.8.3 School Boards will be encouraged to plant trees on school sites, in keeping with the Town's Urban Design Guidelines and the Town's Green Development Standards.

7.16.8.4 Shared parking spaces between schools and adjacent municipal parks/facilities should be encouraged where the parks/facilities are within walking distance.

7.16.9 OPEN SPACE POLICY AREA

7.16.9.1 General Policies

7.16.9.1.1 The Open Space Policy Area designation in the Plan Area as shown on Schedule B-3 is comprised of 4 municipal parks:

- a) One Community Park; and
- b) Three Neighbourhood Parks;

7.16.9.1.2 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 this Secondary Plan, the policies of this Secondary Plan will prevail.

7.16.9.1.3 The location of the Community and Neighbourhood Parks in the Plan Area reflect the role of parks in supporting and complementing the Goal of the Plan Area and the opportunity to explore joint use initiatives with adjacent land uses.

7.16.9.1.4 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 draft plan of subdivision stage. 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;
- 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 based on legislated requirements.

- 7.16.9.1.5 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.
- 7.16.9.1.6 The provision of privately-owned, publicly accessible spaces (POPS) will be highly encouraged within the Mixed High/Medium Density Residential Area designation. 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) May be considered as satisfying parkland dedication requirements for a development approval on a case-by-case basis.
- 7.16.9.1.7 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.
- 7.16.9.1.8 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 to encourage active transportation throughout the entire community.
- 7.16.9.1.9 In furtherance of the environmental goals of this Plan, landowners are encouraged to use green infrastructure strategies, such as Low Impact Development, wherever feasible. To facilitate this, the Town may consider green infrastructure to be located within required setbacks, buffers and/or parkland provided that the Town is satisfied that the proposed green infrastructure will be deployed in a manner that protects public safety and ensures no negative impact on the intended function of the required setback, buffer and/or parkland.

- 7.16.9.1.10 Where infrastructure essential to stormwater management and/or green infrastructure is approved to be located within a required setback, buffer and/or parkland, the presence of such infrastructure will not constitute an encumbrance for the purposes of determining zoning compliance and/or parkland dedication pursuant to Sections 42 and 51.1 of the Planning Act, as applicable, provided that the intended function of the relevant required setback, buffer or parkland is not negatively impacted.

7.16.9.2 Community Parks

- 7.16.9.2.1 The Community Park in the Secondary Plan is intended to provide open space at the community scale, provide active outdoor and recreational opportunities for residents.
- 7.16.9.2.2 The Community Park:
- a) will be located in areas planned to be serviced by public transit
 - b) will be located with a minimum of 50% of its boundary line abutting a public street
 - c) will have a minimum size of 1.9 hectares .
- 7.16.9.2.3 The Community Park 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.

7.16.9.3 Neighbourhood Parks

- 7.16.9.3.1 Neighbourhood Parks will be subject to the following policies:
- a) Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme;
 - b) The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and access;
 - c) 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; and
 - d) Neighbourhood Parks will be a minimum size of 0.5 hectares.

7.16.10 ENVIRONMENTAL POLICY AREA

7.16.10.1 General Policies

- 7.16.10.1.1 The Environmental Policy Area (EPA), as shown on Schedule B-3, contains the natural heritage system, consisting of natural heritage

features and hazards. This includes wetlands, woodlands, watercourses, valley and stream corridors and associated environmental buffers.

This section establishes specific policies for the EPA that will ensure a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Secondary Plan Area.

- 7.16.10.1.2 A minimum 10 metre buffer width will be provided from the limit of all natural heritage features and hazards.
 - 7.16.10.1.2.1 The final buffer width and permitted uses within feature and hazard buffers, such as recreational trails, LIDs, or road right-of-ways, should be determined based on the recommendations of the Final Community-wide CEISMP, or evaluated through an Addendum to the Final Community-wide CEISMP for non-participating landowners, through the development approval process, if applicable.
 - 7.16.10.1.2.2 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and Toronto and Region Conservation Authority (TRCA), minor grading may be supported. Mitigation of adverse impacts resulting from grading in the environmental buffer will be required to ensure no net loss to the function of the natural heritage system.
- 7.16.10.1.3 The natural heritage system components in the EPA that are not owned by the Town or TRCA will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- 7.16.10.1.4 The lands within the Environmental Policy Area will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Final Community-Wide CEISMP.
- 7.16.10.1.5 Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to site-specific study and approval by the Town, Region of Peel, TRCA, or the Province, as applicable. Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.
- 7.16.10.1.6 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; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking,

interpretative displays, signage and site alteration to accommodate the above uses.

- 7.16.10.1.7 Essential stormwater infrastructure and LIDs may be permitted in the EPA in accordance with a Final Community-wide CEISMP, to the satisfaction of the Town of Caledon and TRCA.
- 7.16.10.1.8 Pedestrian and cyclist linkages between the EPA, Open Space Policy Area and school sites will be provided where it has been demonstrated that there are no adverse impacts to the functions of the natural heritage system. These linkages will be evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies, or a Final Community-wide CEISMP as appropriate, and submitted and approved through the draft plan of subdivision process or other applicable development approval processes.
- 7.16.10.1.9 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.
- 7.16.10.1.10 Illumination of parking, park or other adjacent facilities will be directed away from the EPA.

7.16.11 FUTURE CORRIDOR PROTECTION AREA

- 7.16.11.1 A portion of the Highway 413 Focused Analysis Area (FAA) and the Northwest GTA Transmission Corridor Narrowed Area of Interest (NAI) extends into the Plan Area, as shown on Schedule B-3. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA/NAI. The Holding provision shall only be lifted upon receiving confirmation from the Ministry of Municipal Affairs and Housing that the FAA and the NAI no longer applies to the lands or that the zoning of such lands may proceed.
- 7.16.11.2 Further, prior to the servicing of lands within the FAA/NAI, the FAA/NAI shall be lifted from the identified lands or confirmation shall be received from the Ministry of Municipal Affairs and Housing that the servicing and/or development of the identified lands may proceed.

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 of the Official Plan and this Secondary Plan, the policies of this Secondary Plan 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 As shown on Schedule B-3, there are three identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area that at the time of approval of this Secondary Plan are addressed as:

- a) 12891 Hurontario Street;
- b) 12909 Kennedy Road; and
- c) 12895 Kennedy Road

7.16.12.3.2 A Heritage Impact Assessment (HIA), prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, is required as part of any development application for the lands that include or are adjacent to the properties identified in policy 7.16.12.3.1.

7.16.12.3.3 Implementation of the recommendations, including any mitigative measures, of a Heritage Impact Assessment will occur through the approval of development applications including draft plans of subdivision and/or site plans.

7.16.12.3.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements for each identified built heritage resource will be required as part of development applications that include the lands containing identified built heritage resources.

7.16.12.4 Integration of Cultural Heritage Resources

7.16.12.4.1 Built heritage resources shall be integrated into new development and shall be provided with an appropriate lot size to ensure that all the heritage attributes of the property can be conserved and there is sufficient space

for their adaptive re-use, including space for future additions and landscaping.

- 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 may 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 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.

7.16.13 TRANSPORTATION

7.16.13.1 General Policies

- 7.16.13.1.1 Transportation infrastructure in the Plan Area will be developed to connect to the existing transportation network in the Mayfield West community and beyond. This includes ensuring that the development of the lands and the associated transportation network are comprehensive and provide for:
- a) the extension of and connections to the transit system;
 - b) cycling infrastructure;
 - c) sidewalks and pedestrian path and trails; and
 - d) vehicle connections.

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 in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.
- 7.16.13.2.2 Prior to registration of the first plan of subdivision in the Plan Area, the road improvements and new road construction as recommended by the final Plan Area Mobility Plan (August 2023) will be completed, as necessary or as otherwise agreed to by the Town.
- 7.16.13.2.3 Minor adjustment to the location of the conceptual road network, as shown on Schedule B-3, will be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area is maintained and provided municipal design standards are met.
- 7.16.13.2.4 Traffic calming measures will be considered with the advancement of development and plans of subdivision within the Plan Area.
- 7.16.13.2.5 All residential neighbourhoods will have a minimum of two road connections to the arterial road network. Where two road connections to the arterial road network are not possible, alternate arrangements shall be made to the satisfaction of the Town without amendment to the Plan.
- 7.16.12.2.6 Public cul-de-sac roads are not permitted except in situations where the location of the Environmental Policy Area and/or locations of parks or infrastructure result in a cul-de-sac road as the best option.

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 this Plan.
 - 7.16.13.3.1.1 Notwithstanding the policies of the Official Plan, the required road right-of-way width for the portion of Kennedy Road within this Secondary Plan Area shall be a minimum of 26.0 metres.
 - 7.16.13.3.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. 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.

7.16.13.4 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 Arterial and collector roads may accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.
- 7.16.12.4.3 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.

7.16.13.5 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 referenced in Section 7.16.13.5.1 and 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;
 - 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 are shown conceptually on Schedule B-3 and form part of the pedestrian and cycling network.
- 7.16.13.7.2 Recreational trails may be provided within the natural heritage system and open space elements including parks, school sites, environmental buffers, greenway corridors and stream corridors, where appropriate as determined by the Final Community-Wide CEISMP or any Addendums to the Final Community-Wide CEISMP as referenced in Section 7.16.10 and 7.16.19.3 .
- 7.16.13.7.3 Where the recreational trail network relies on the public road right-of-way to create a connection then the sidewalk width will be increased, unless otherwise directed by the Town.
- 7.16.13.7.4 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon goals and objectives, in support of healthy community and active transportation objectives 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) 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 should be considered 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 may determine minimum electric vehicle equipment requirements where private parking is proposed.

7.16.13.10.3 The Town may consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.

7.16.14 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS

7.16.14.1 General Policies

7.16.14.1.1 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.

7.16.14.2 Municipal Water and Wastewater Services

7.16.14.2.1 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, and the DSSP, to the satisfaction of the Region of Peel.

7.16.14.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.

7.16.14.2.3 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.

7.16.14.3 Stormwater Management and Low Impact Development

7.16.14.3.1 Stormwater management facilities servicing the Plan Area will be developed in accordance with the Final Community Wide FSR and Urban Design Brief in consultation with the TRCA, the Town and other government agencies, as applicable.

7.16.14.3.2 The location of stormwater management facilities is shown conceptually on Schedule B-3 and the final location and configuration of these facilities will be determined through the draft plan of subdivision process and approval of a Community-Wide FSR and Final Community-wide CEISMP.

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

7.16.14.3.4 At the detailed design stage, 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 Community-Wide FSR and Final Community-Wide CEISMP, 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.

7.16.14.3.5 The Stormwater Management Report and Plan identified in policy 7.16.13.4 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 ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such 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

7.16.14.3.6 The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with Town standards.

7.16.14.3.7 The stormwater management system should consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.

7.16.14.3.8 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.

- b) Stormwater 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;
- c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Environmental Policy Area;
- d) 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 Final Community-Wide CEISMP, where feasible;
- e) 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;
- f) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,
- g) Minimize the impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town.

7.16.14.3.9 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and TRCA guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.

7.16.14.3.10 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.

7.16.14.3.11 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the Town and TRCA, as necessary.

7.16.14.4 Public Utilities, Public Facilities and Telecommunications

- 7.16.14.4.1 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 integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.
- 7.16.14.4.2 The need for a future fire station has been identified for the Plan Area. It is intended that the future fire station will be located on Old School Road or Kennedy Road. The final location of the fire station within the Plan Area will be determined through the future development applications and does not require amendment to this Plan.
- 7.16.14.4.3 Public utility, public facility and telecommunications infrastructure that are proposed in the EPA designation are subject to policies of the Official Plan.
- 7.16.14.4.4 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.
- 7.16.14.4.5 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.

7.16.14.5 Intelligent Community

- 7.16.14.5.1 The Town recognizes that broadband fibre-optic cable service is essential 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.
- 7.16.14.5.2 Development in the Plan Area is encouraged to 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.

7.16.15 NOISE, VIBRATION AND LIGHT IMPACTS

7.16.15.1 General Policies

- 7.16.15.1.1 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, and the Town of Caledon.

- 7.16.15.1.2 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.
- 7.16.15.1.3 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.
- 7.16.15.1.4 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.
- 7.16.15.1.5 Where possible, built form proposed for areas adjacent to Old School Road, Hurontario Street and Kennedy Road, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for landowners.
- 7.16.15.1.6 The applicant will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.16.15.1.7 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 or window streets 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 and community neighbourhoods.
- 7.16.15.1.8 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding residential development.

7.16.15.2 Road Noise Policies

- 7.16.15.2.1 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.

7.16.15.3 Stationary Noise Policies

- 7.16.15.3.1 From a noise perspective, any development within the Mixed High/Medium Density Residential Area 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.
- 7.16.15.3.2 To the greatest extent practical, the design of the Mixed High/Medium Density Residential Area 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).

7.16.15.4 Light

- 7.16.15.4.1 Lighting in the Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.
- 7.16.15.4.2 Warning clauses shall be included in any offers of purchase and sale with respect to possible impacts of light between residential areas and Hurontario Street (Highway 10).

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 and efforts made to minimize its use.
- 7.16.16.1.2 As part of all development within the Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.
- 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 utilize rooftop solar technologies such as photovoltaic or solar thermal, and/or green roofs.
- 7.16.16.1.5 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.
- 7.16.16.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.
- 7.16.16.1.7 The Town will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the energy and GHG emissions requirements set out by the Town of Caledon Green Development Standards.
- 7.16.16.1.8 The Town and applicant will work with Hydro One, the IESO and non-regulated utilities to promote energy systems that can support the integration of 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 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 are to be considered during the later of the Draft Plan of Subdivision or the site plan approval stage.
- 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 in accordance with Town standards, 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, in accordable with Town policies;
- 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, upon such time that the Town's Green Development Standards are in effect, 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 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 IMPLEMENTATION

7.16.19.1 Community-Wide Development Staging and Sequencing Plan (DSSP)

- 7.16.19.1.1 Prior to or as part of the first draft plan of subdivision application or the first site plan applications in the plan area, the Community-Wide DSSP will be approved by the Town and the Region of Peel.
- 7.16.19.1.2 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 staff and the Region of Peel. 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, if applicable. 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
- 7.16.19.1.3 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.
- 7.16.19.1.4 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;
 - c) Public transit service;
 - d) Community facilities (e.g. public parks, pathways and trail network);
 - e) Environmental Policy Area;
 - f) Fire Station and Emergency Services; and

g) Affordable Housing Site(s).

- 7.16.19.1.5 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, including potential interim servicing strategies to the satisfaction of the Region of Peel
- 7.16.19.1.6 Private front-end construction of water and waste water services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.
- 7.16.19.1.7 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.
- 7.16.19.1.8 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.
- 7.16.19.1.9 The Community-Wide DSSP may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule B-3 of this Plan, are required as necessary, as development progresses throughout the Plan Area.
- 7.16.19.1.10 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 B-3 will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- 7.16.19.1.11 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.

7.16.19.1.12 The Community-Wide DSSP will provide a breakdown of the anticipated range and mix of residential homes, net density and associated population yield for the secondary plan area. Minor adjustments to the number of residential homes will be permitted without the need for an amendment to the approved Community-Wide DSSP.

7.16.19.2 Community-Wide Functional Servicing Report (FSR)

7.16.19.2.1 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.

7.16.19.2.2 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 TRCA and be approved by the Town and Region of Peel.

7.16.19.2.3 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.

7.16.19.2.4 The Final Community-Wide FSR shall provide greater design detail than the Initial Community-Wide FSR prepared by David Schaffer Engineering Ltd., dated August 2023 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) consider and integrate the management recommendations of feature-based water balance, as applicable;
- c) Site grading plans;
- d) Stormwater management plan that addresses the recommendations of the Final 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; and,

e) Clean Water Pipe.

7.16.19.3 Community-wide Comprehensive Environmental Impact Study & Management Plan (CEISMP)

- 7.16.19.3.1 The Final Community-Wide 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.
- 7.16.19.3.2 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.
- 7.16.19.3.3 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 for non-participating landowners.
- 7.16.19.3.4 Following approval of the Final Community-Wide CEISMP, a future development application may require demonstration of compliance with the Final Community-Wide CEISMP through an Addendum which shall include an impact assessment and recommended mitigation plan.
- 7.16.19.3.5 The Addendums to the Final Community-Wide CEISMP and recommended mitigation plan 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 intent of the environmental management plans and recommendations contained in the Final Community-Wide CEISMP.

7.16.19.4 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)

- 7.16.19.4.1 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.

- 7.16.19.4.2 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 Town shall require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group.

7.16.19.5 Land Acquisition and Dedication

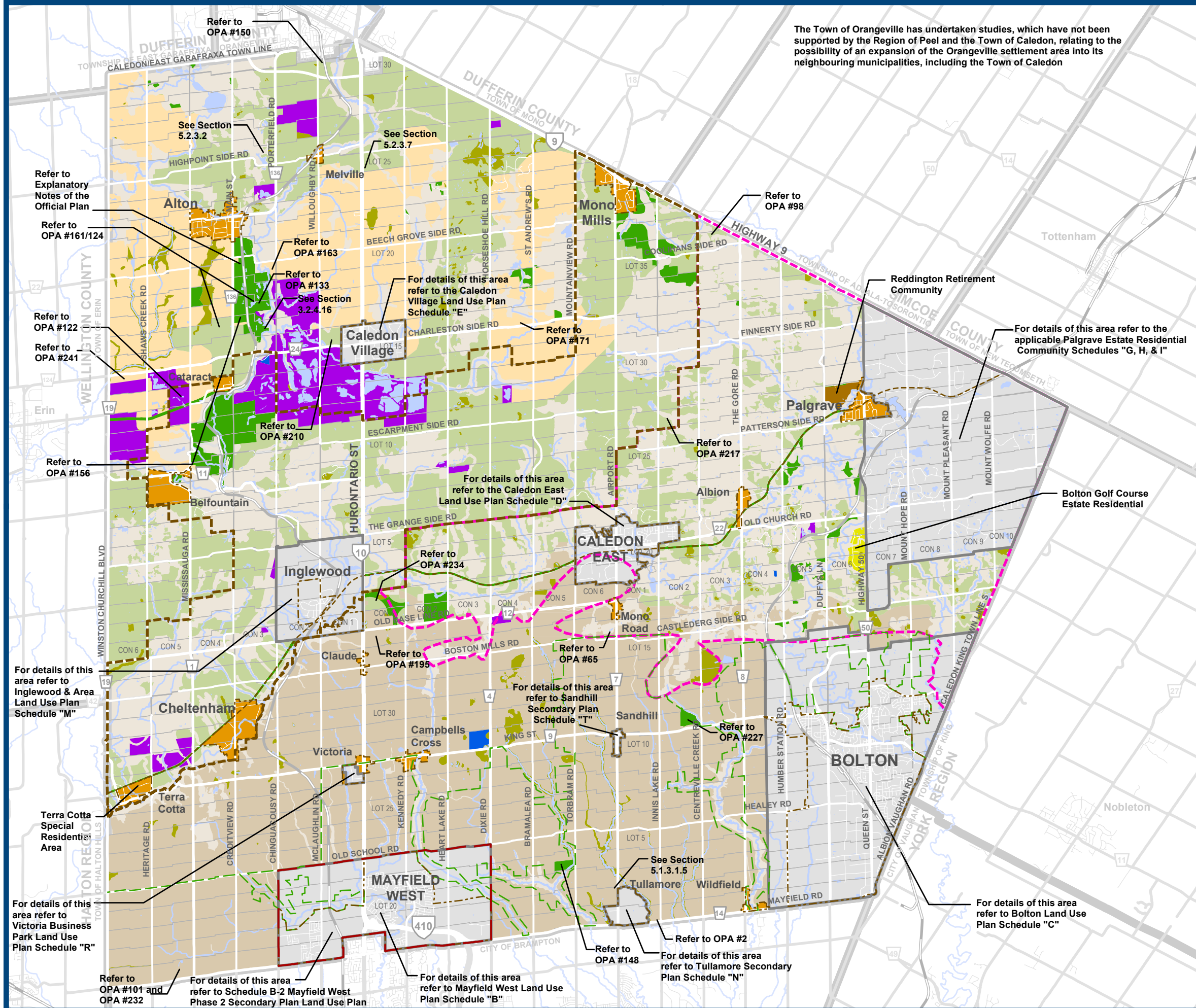
- 7.16.19.5.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.16.19.5.2 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, TRCA 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.

7.16.19.6 Finance and Agreements

- 7.16.19.6.1 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 Fiscal Impact Study.
- 7.16.19.6.2 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.

7.16.20 Interpretation

- 7.16.20.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule B-3 may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 7.16.20.2 The redevelopment of existing non-conforming uses to uses that are consistent with the vision, goal and objectives of the Mayfield West Phase 3 Stage 1 Secondary Plan will be encouraged.



The Town of Orangeville has undertaken studies, which have not been supported by the Region of Peel and the Town of Caledon, relating to the possibility of an expansion of the Orangeville settlement area into its neighbouring municipalities, including the Town of Caledon



Schedule A

TOWN OF CALEDON

LAND USE PLAN

- General Agricultural Area
- Prime Agricultural Area
- Rural Lands
- Extractive Industrial Area
- Waste Management Area
- Open Space Policy Area
- Environmental Policy Area
- Estate Residential Area
- Retirement Community Area
- Settlement Area
- Mayfield West Study Area Boundary
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Niagara Escarpment Plan Area

 Provincial Road

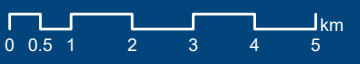
 Regional Road

 Local Road

 Railway

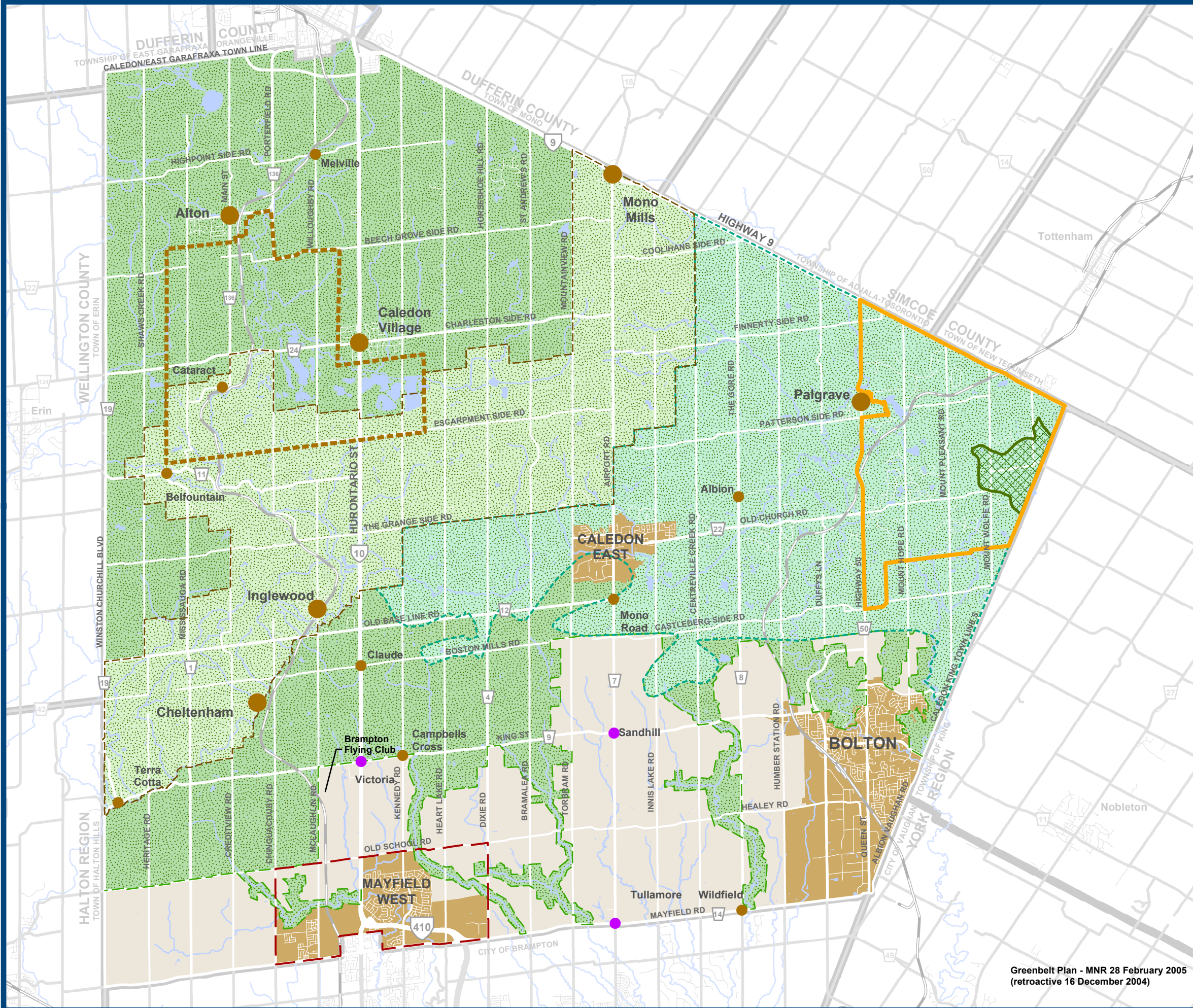
 Caledon Trailway

Base Data Source: Town of Caledon



0 0.5 1 2 3 4 5 km







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

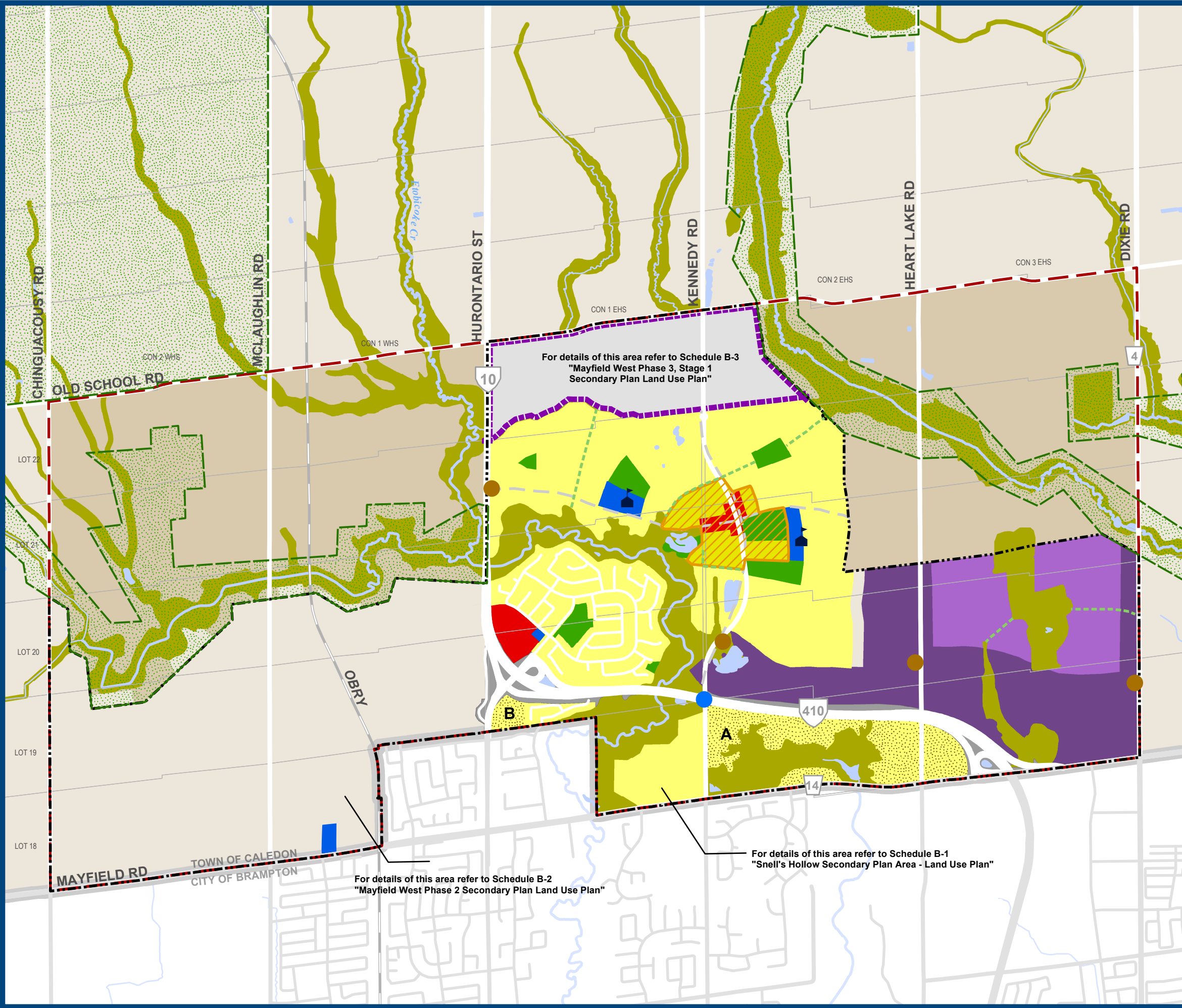
Base Data Source: Town of Caledon



0 0.5 1 2 3 4 5 km



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

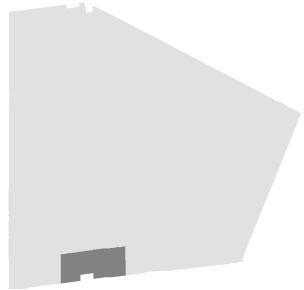




Schedule B

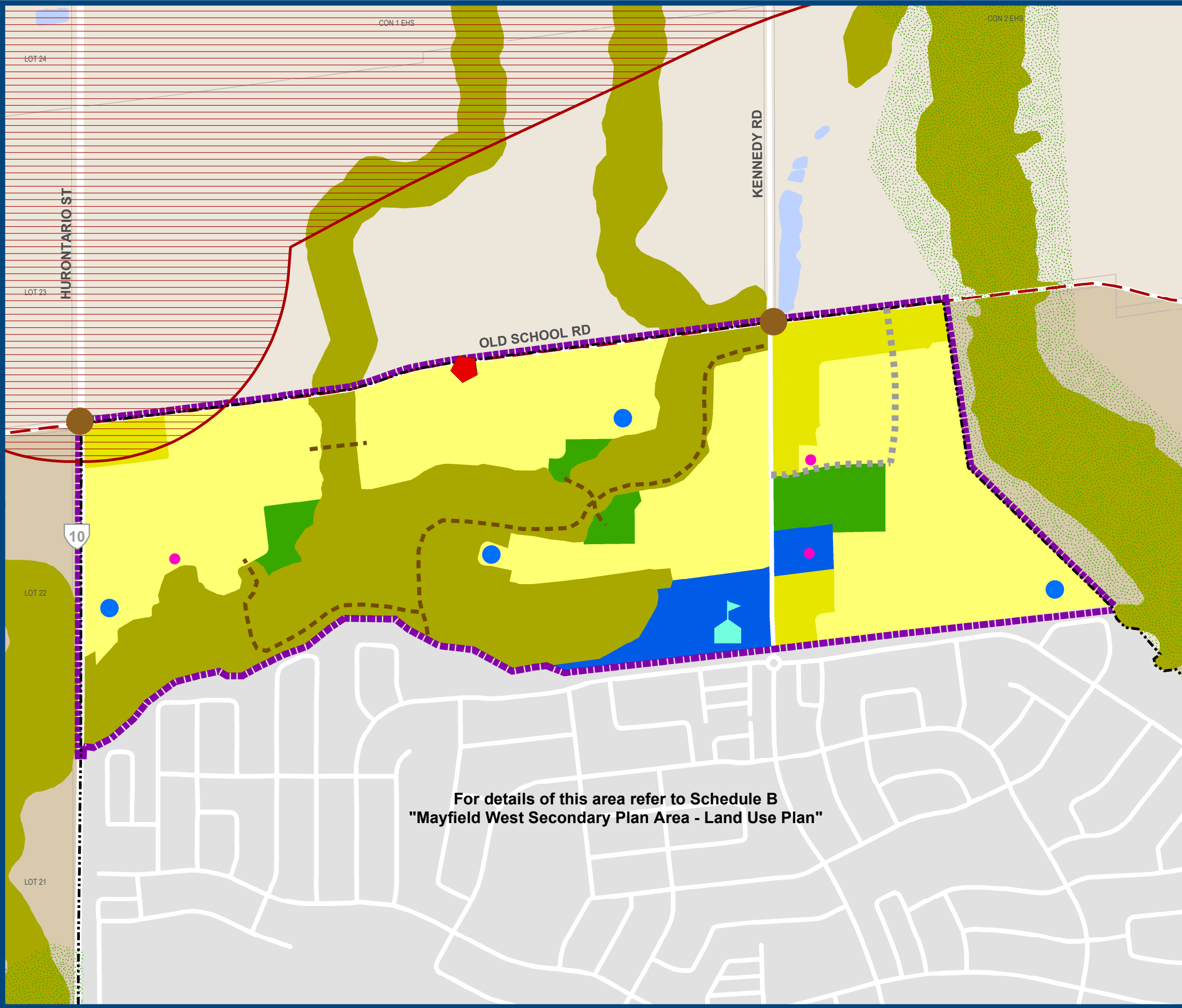
MAYFIELD WEST LAND USE PLAN

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Academic/Research Campus
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2051
- Phase 3, Stage 1 Planning Area
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon







Schedule B-3

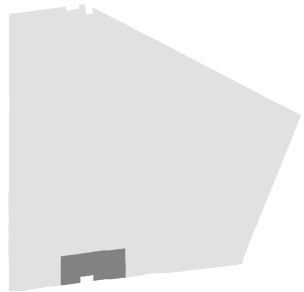
MAYFIELD WEST

PHASE 3, STAGE 1

SECONDARY PLAN

LAND USE PLAN

- Prime Agricultural Area
- Low Density Residential Area
- Environmental Policy Area
- Open Space Policy Area
- Institutional Area
- Mixed High/ Medium Density Residential Area
- Settlement Boundary 2051
- Phase 3, Stage 1 Planning Area
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Cultural Heritage Resources
- Fire Station
- Conceptual Stormwater Management Facility
- Trail *Trail locations are shown conceptually
- Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest
- Collector Road
- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon

0

0.5

1

2

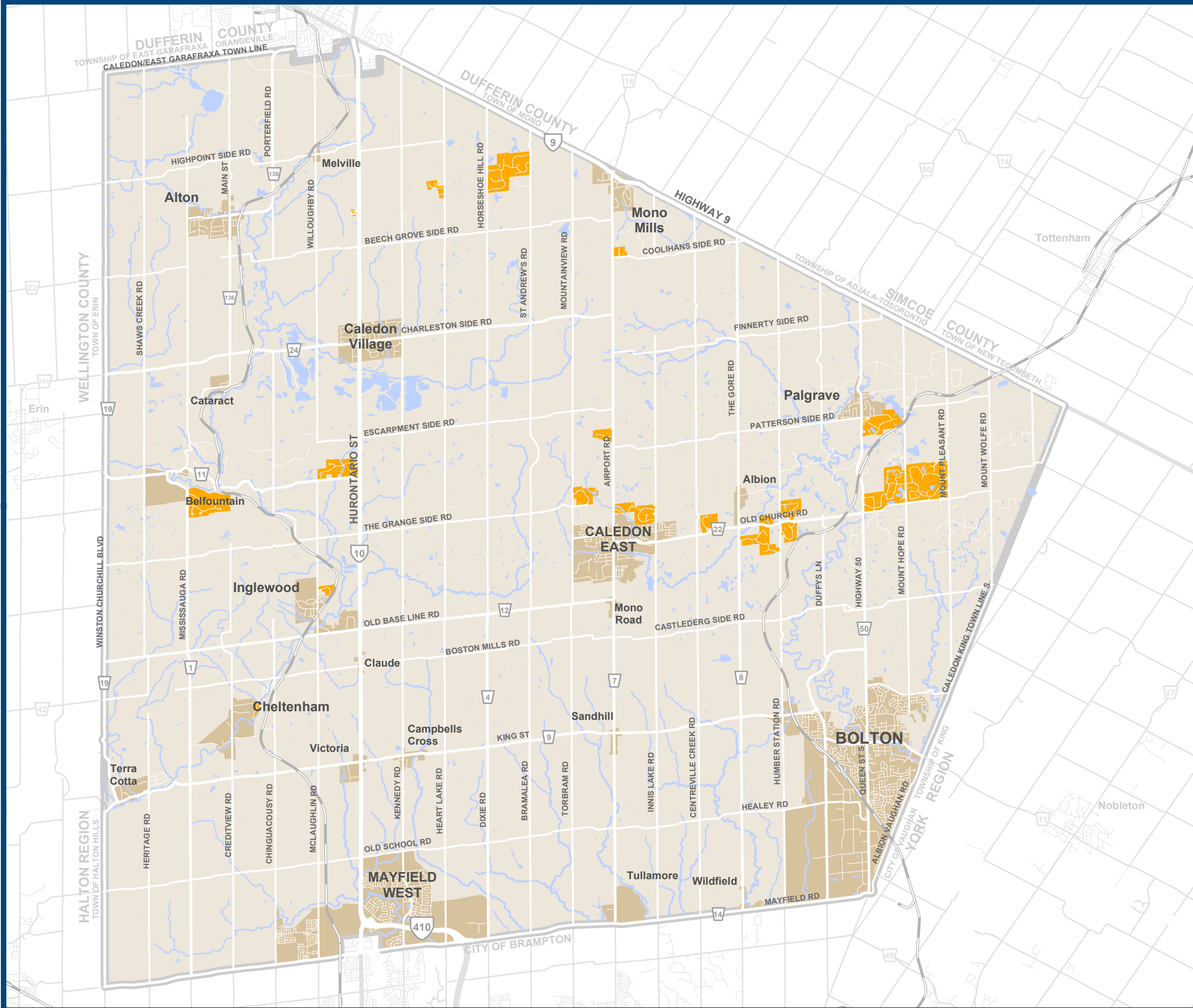
3

4

5

km







Schedule F

RURAL ESTATE RESIDENTIAL AREAS

Rural Estate Residential Area

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

Base Data Source: Town of Caledon

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0.5

1

2

3

4

5

km



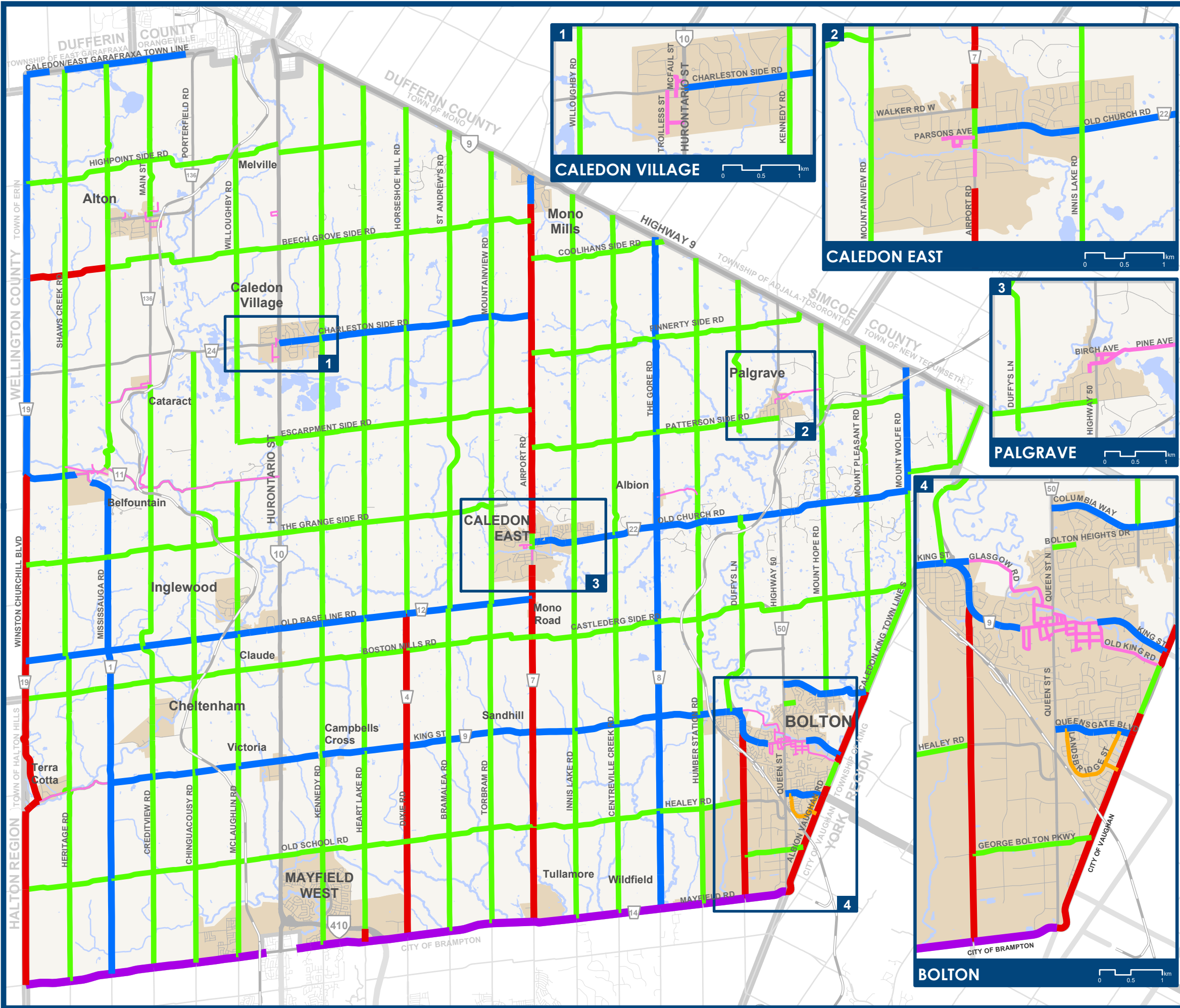
SAVED: 2 April 2018

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SAVED BY: bloverock

April 2018 Office Consolidation







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

00.512345

km

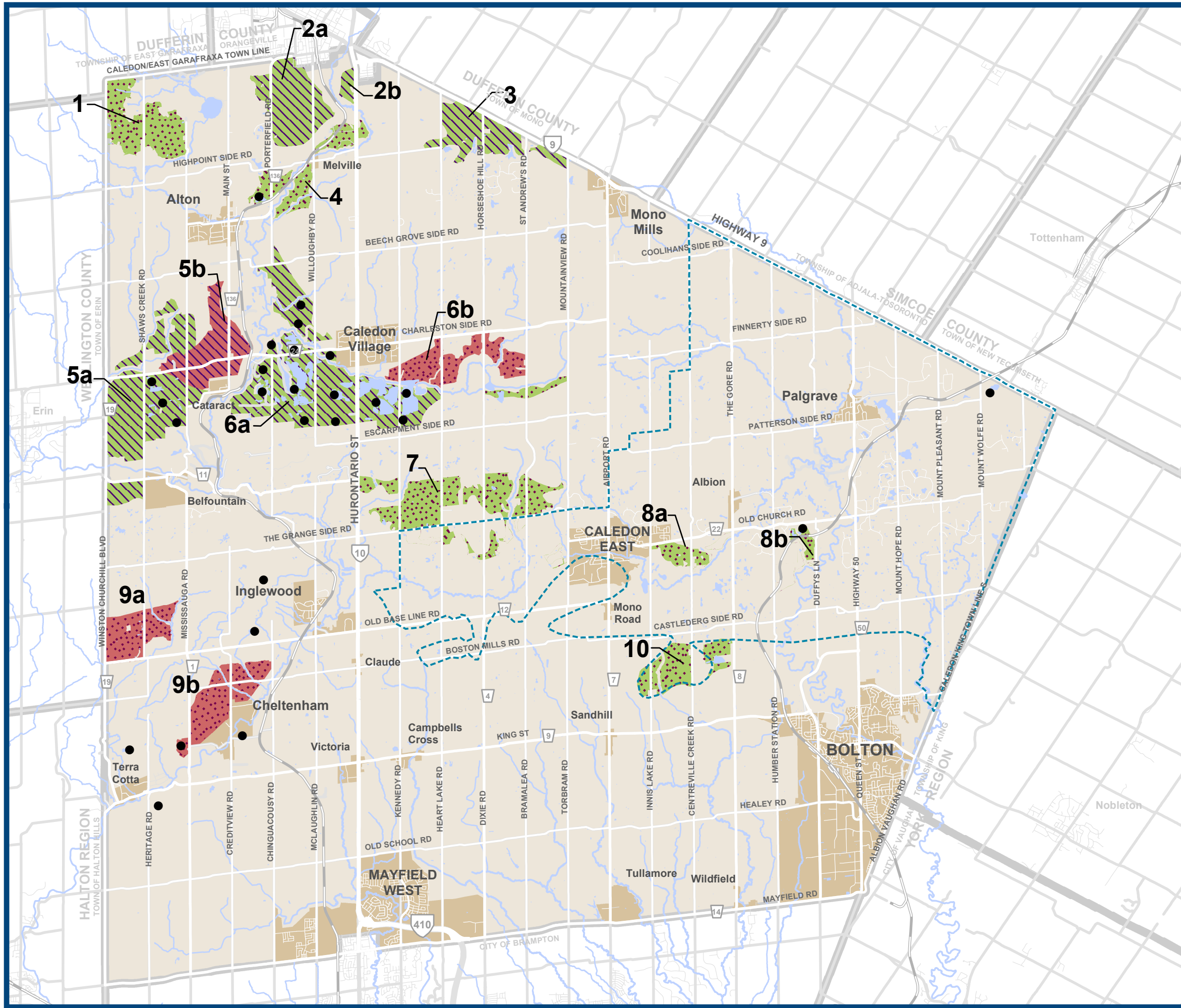


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SAVED BY: bloverock

April 2018 Office Consolidation





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.

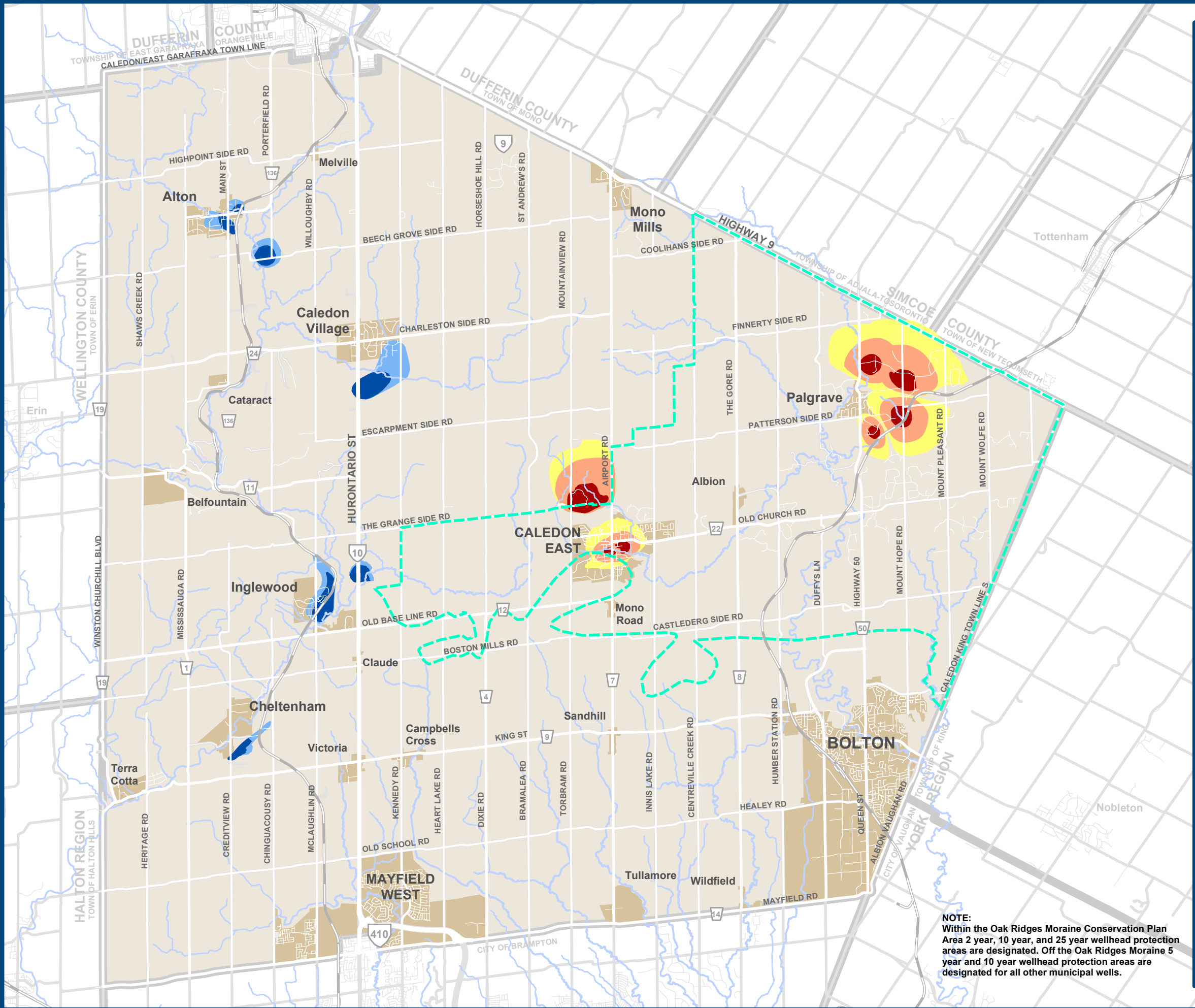
Information outside of the Town of Caledon is shown for illustrative purposes or to display inter-regional linkages.

Base Data Source: Town of Caledon, Greenbelt Plan 2005



0 0.5 1 2 3 4 5 km







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

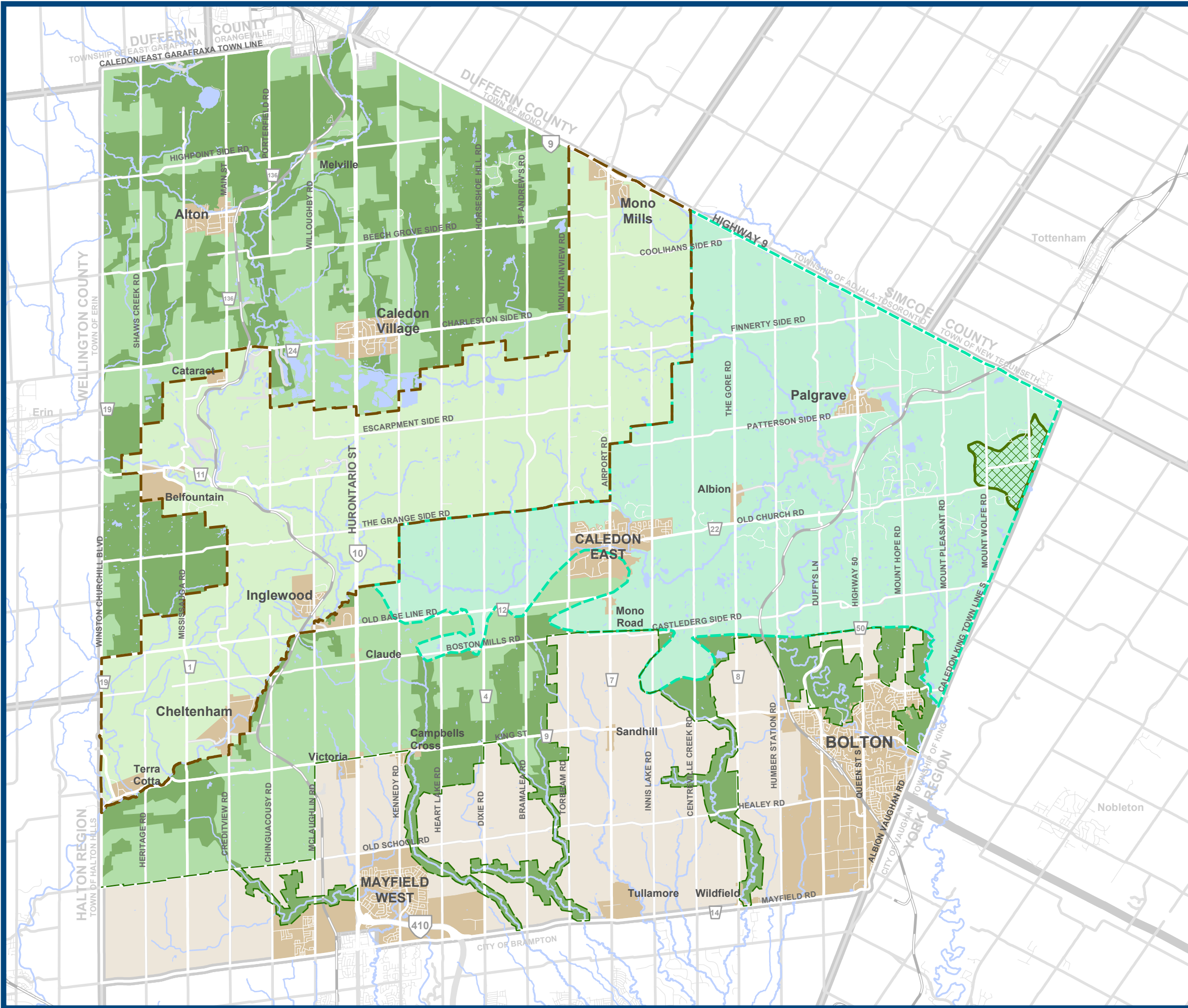
NOTE:
Within the Oak Ridges Moraine Conservation Plan Area 2 year, 10 year, and 25 year wellhead protection areas are designated. Off the Oak Ridges Moraine 5 year and 10 year wellhead protection areas are designated for all other municipal wells.

April 2018 Office Consolidation

SAVED: 2 April 2018

FILE: S:\POLICY SECTION\GIS\official_plan\mxd\9-april_2018

SAVED BY: bloverock





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



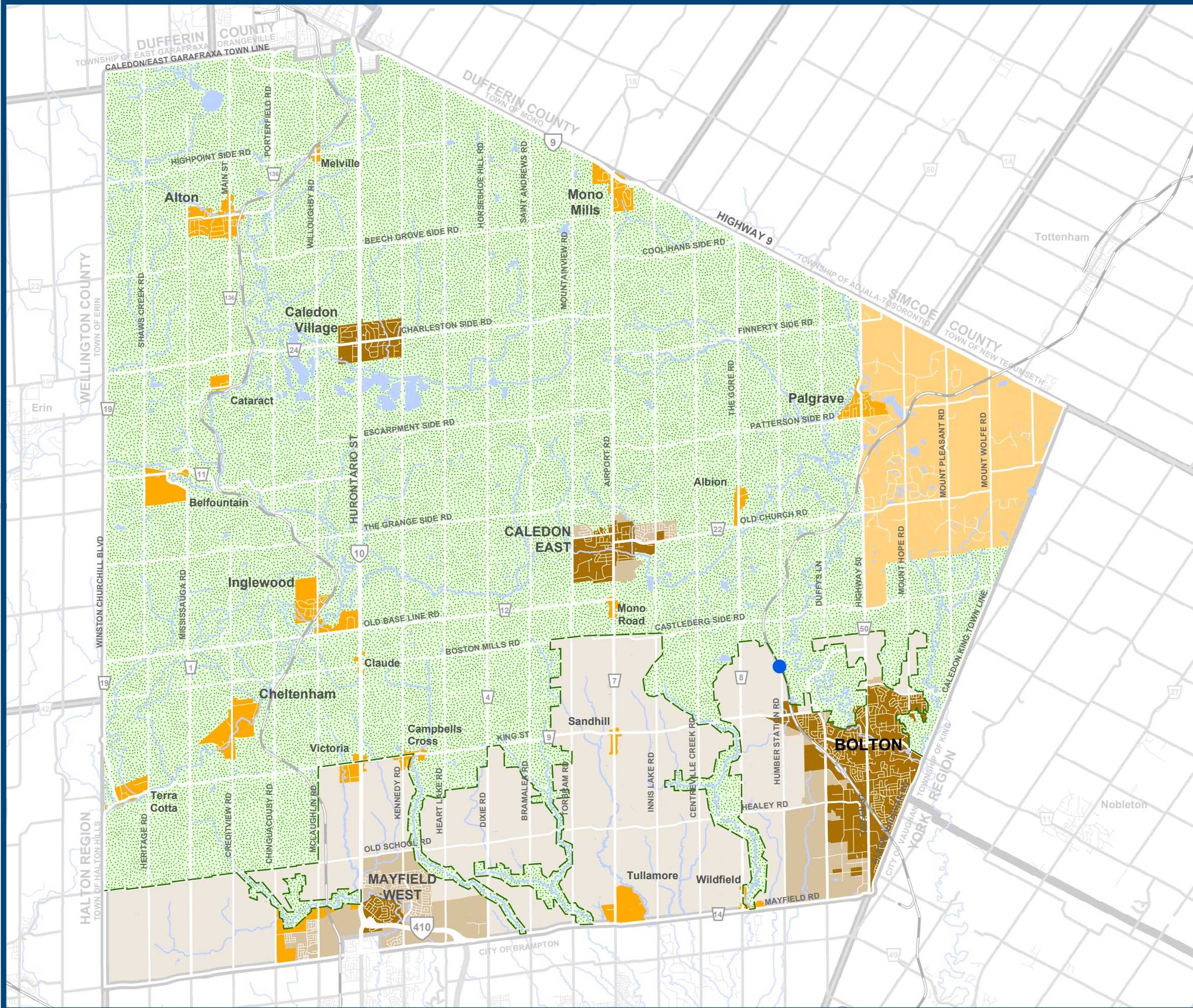


Figure 1
GROWTH PLAN POLICY
AREAS IN CALEDON

- Greenbelt Plan Area
- Palgrave Estate Residential Community
- Delineated Built-Up Area
- Settlement with Undelineated Built-Up Area
- Designated Greenfield Area
- Agricultural and Rural Area

Major Transit Study Area

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon



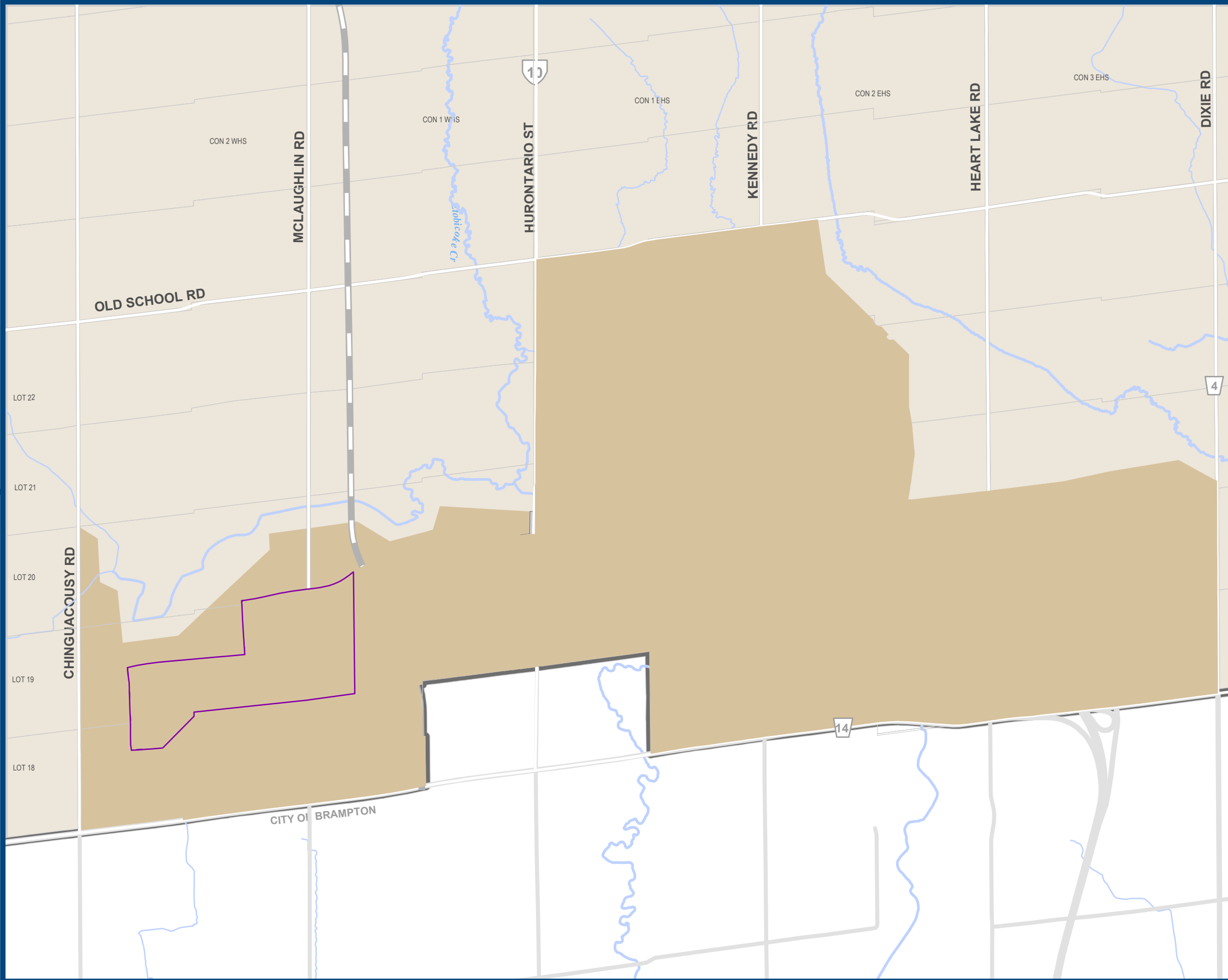




Figure 19

GTA WEST PRELIMINARY ROUTE PLANNING STUDY AREA IN THE PLAN AREA

 Mayfield West Rural Service Centre

 GTA West Preliminary Route Planning Study Area
(see policy 7.14.19)

 Municipal Boundary

 Highway Right-Of-Way

 Watercourse

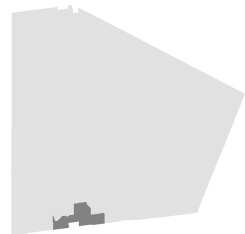
 Provincial Road

 Regional Road

 Local Road

 Railway

NOTE: The data displayed for the portion of the GTA West Preliminary Route Planning Study Area and the Focused Analysis Area is the official data from the Transportation Corridor Route Planning and Environmental Assessment study being undertaken by the Ontario Ministry of Transportation.

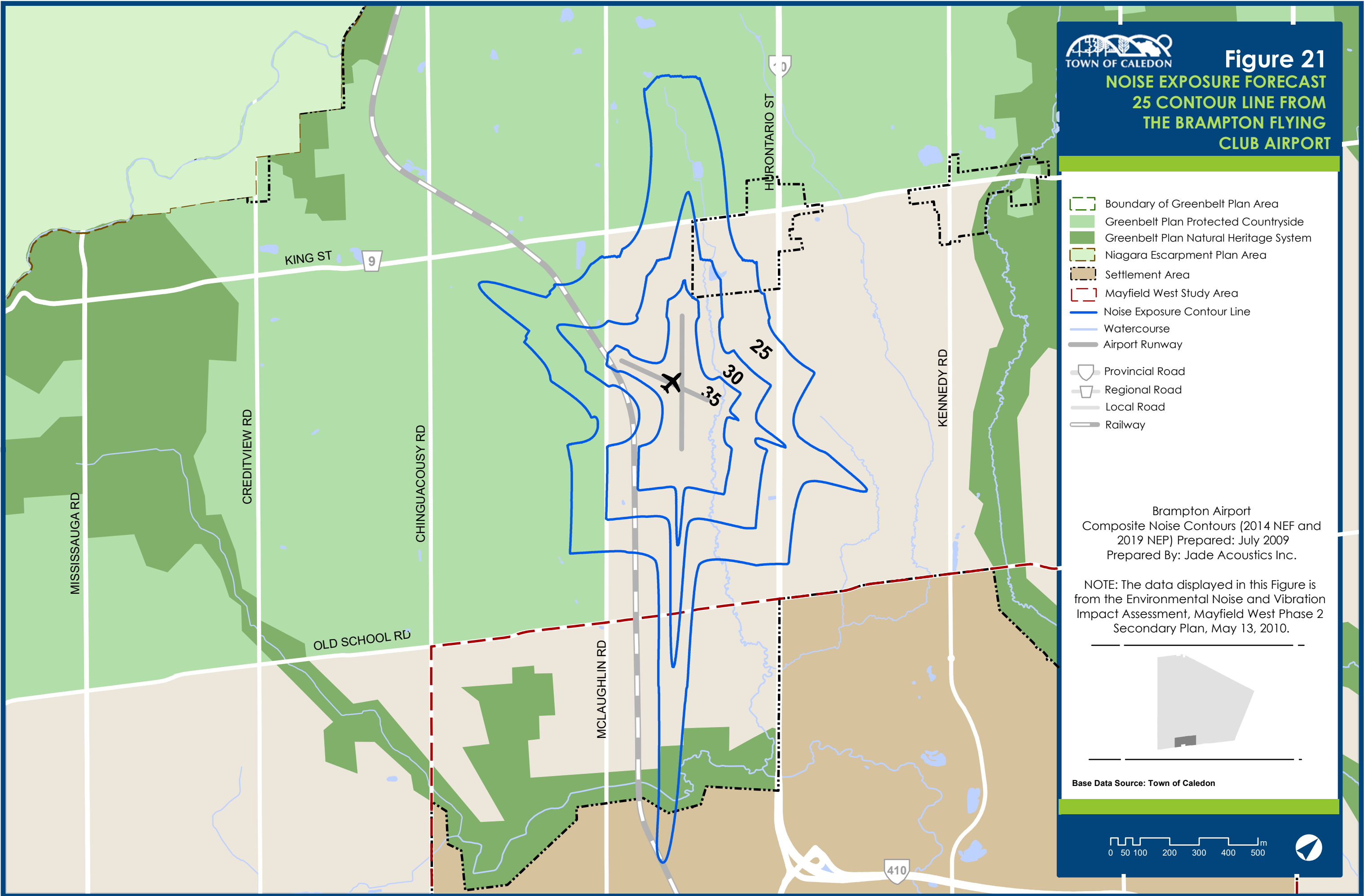


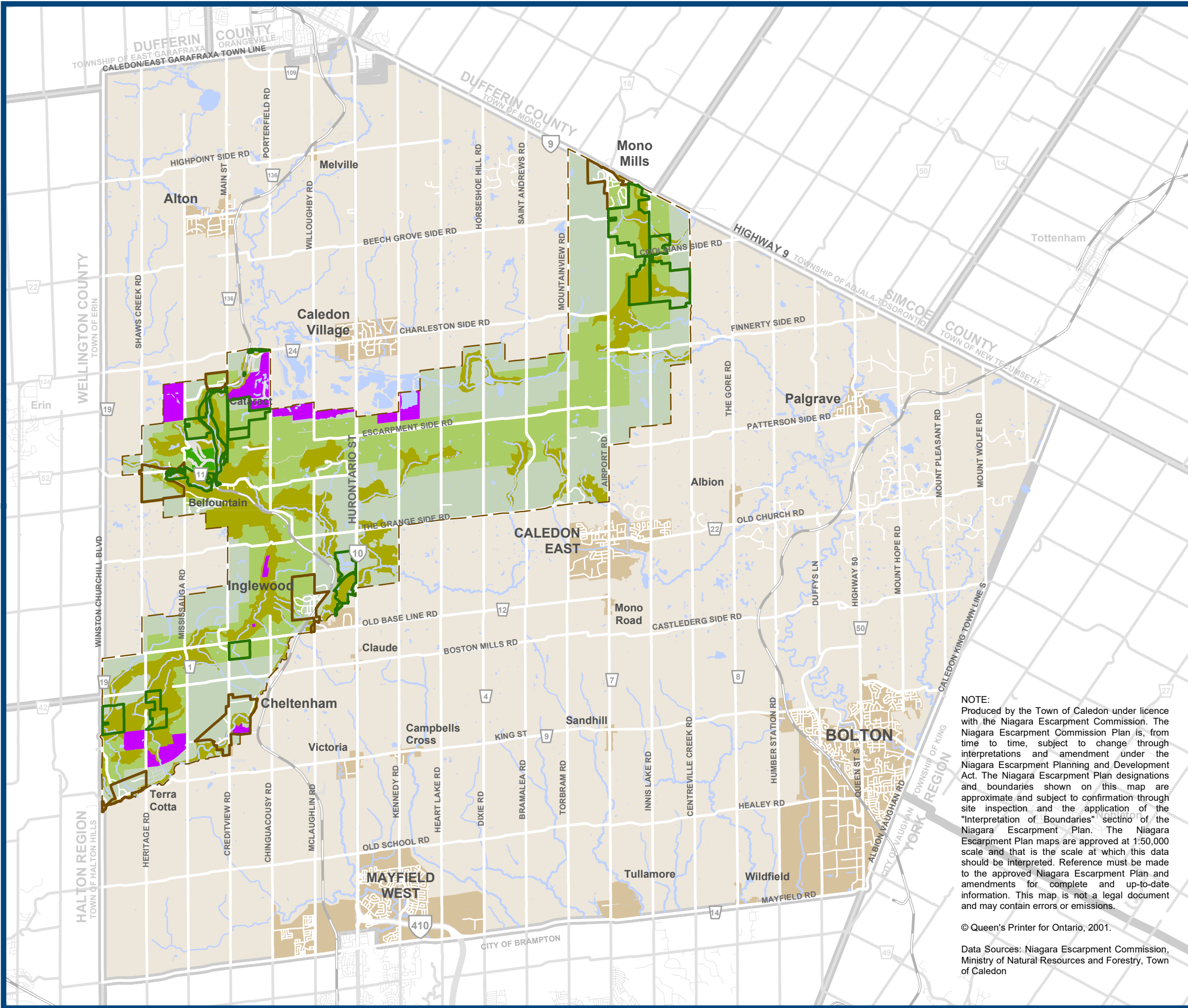
Base Data Source: Town of Caledon

00.3250.651.3

km









Appendix I

NIAGARA ESCARPMENT PLAN

Niagara Escarpment Plan Area

Escarpment Natural Area

Escarpment Protection Area

Escarpment Rural Area

Mineral Resource Extraction Area

Escarpment Recreation Area

Minor Urban Centre

Public Land (In Parks & Open Space System)

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

NOTE:
Produced by the Town of Caledon under licence with the Niagara Escarpment Commission. The Niagara Escarpment Commission Plan is, from time to time, subject to change through interpretations and amendment under the Niagara Escarpment Planning and Development Act. The Niagara Escarpment Plan designations and boundaries shown on this map are approximate and subject to confirmation through site inspection and the application of the "Interpretation of Boundaries" section of the Niagara Escarpment Plan. The Niagara Escarpment Plan maps are approved at 1:50,000 scale and that is the scale at which this data should be interpreted. Reference must be made to the approved Niagara Escarpment Plan and amendments for complete and up-to-date information. This map is not a legal document and may contain errors or emissions.

© Queen's Printer for Ontario, 2001.

Data Sources: Niagara Escarpment Commission, Ministry of Natural Resources and Forestry, Town of Caledon

Base Data Source: Town of Caledon

0

0.5

1

2

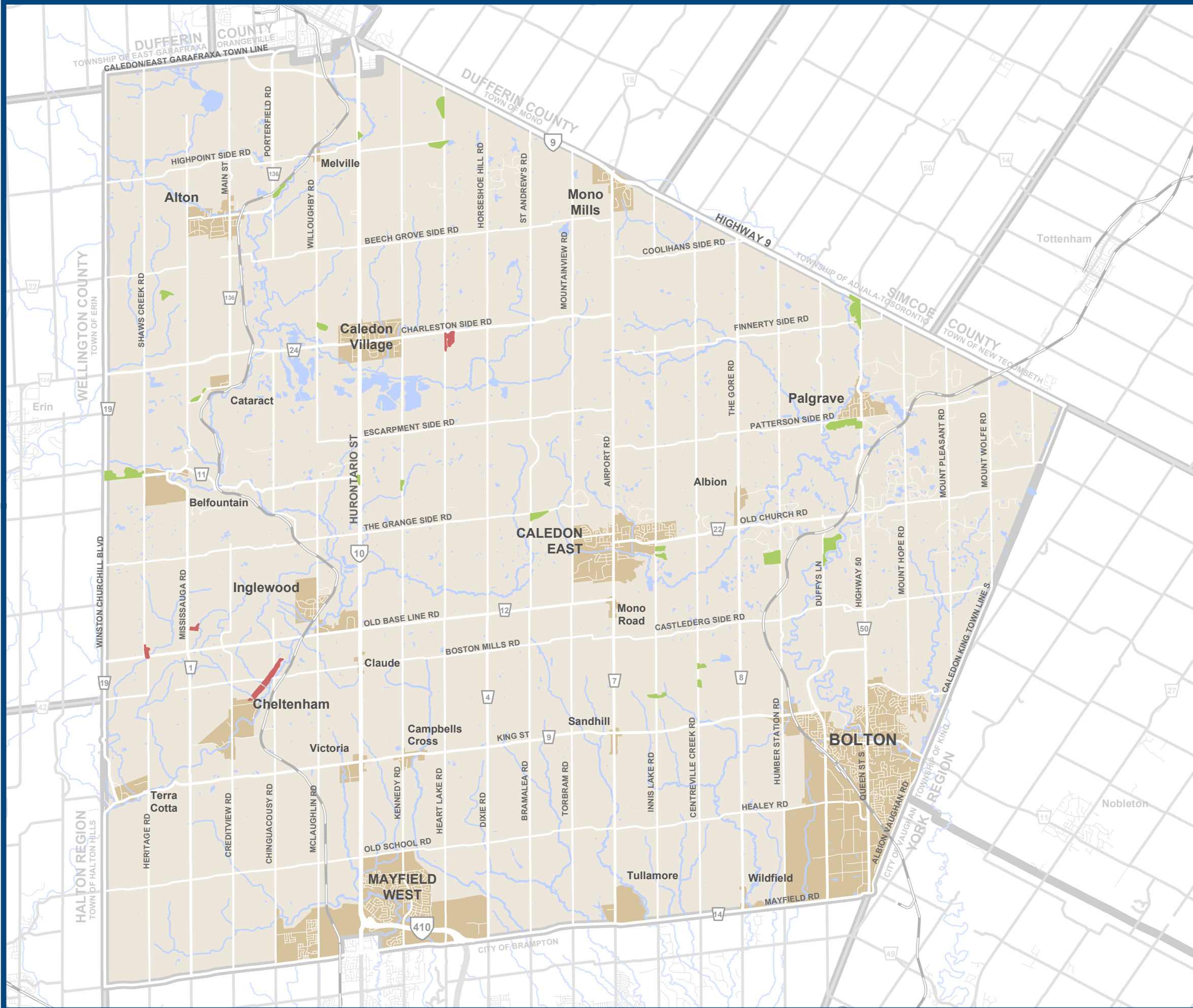
3

4

5

km







Appendix II

AGGREGATE RESOURCE FRAGMENTS

Sand & Gravel Resource Fragment

Bedrock Resource Fragment

Settlement Area

Provincial Road

Regional Road

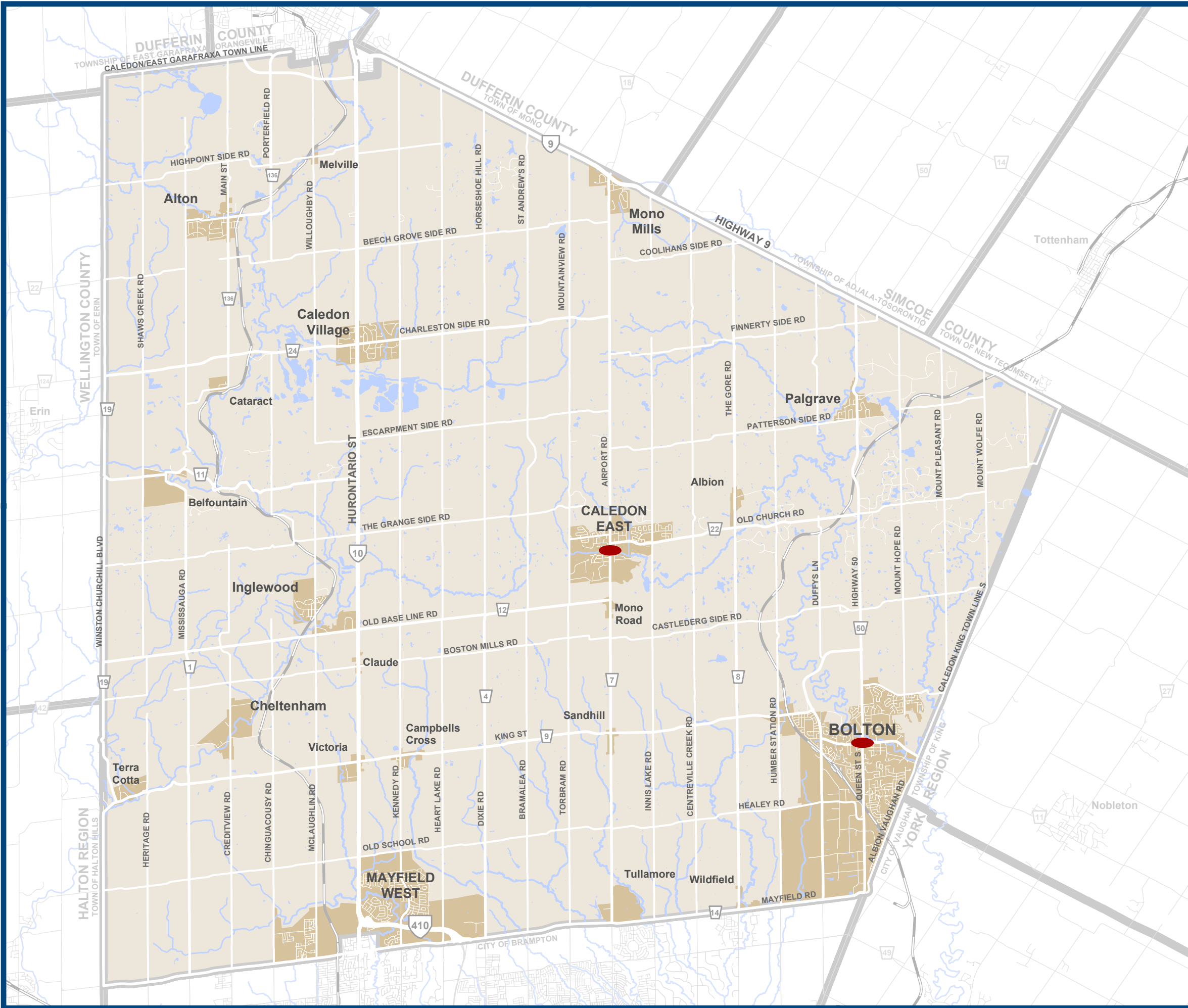
Local Road

Railway

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km







Appendix III

COMMUNITY IMPROVEMENT PLAN AREAS

Community Improvement Plan Project Area

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

Base Data Source: Town of Caledon

0

0.5

1

2

3

4

5

km

