

AMENDMENT NO. 285
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2025-0060

A by-law to adopt Official Plan Amendment Number 285 to the Town of Caledon Official Plan (Wildfield Village Secondary Plan, File POPA 2024-0010)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS it is deemed necessary to adopt an amendment to the Town of Caledon Official Plan to update policies and establish a secondary plan for certain lands within the new urban area;

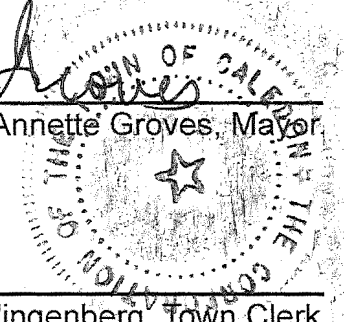
NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

1. For the purposes of this by-law, "Town of Caledon Official Plan" means the 1978 Town of Caledon Official Plan, as amended, which applies to the Caledon Planning Area and is in effect on the date this by-law is enacted.
2. This Official Plan Amendment to the Town of Caledon Official Plan applies to the lands identified in **Appendix "A"** to this by-law.
3. Official Plan Amendment Number 285 to the Town of Caledon Official Plan, attached as **Appendix "B"** to this by-law, is hereby adopted.
4. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

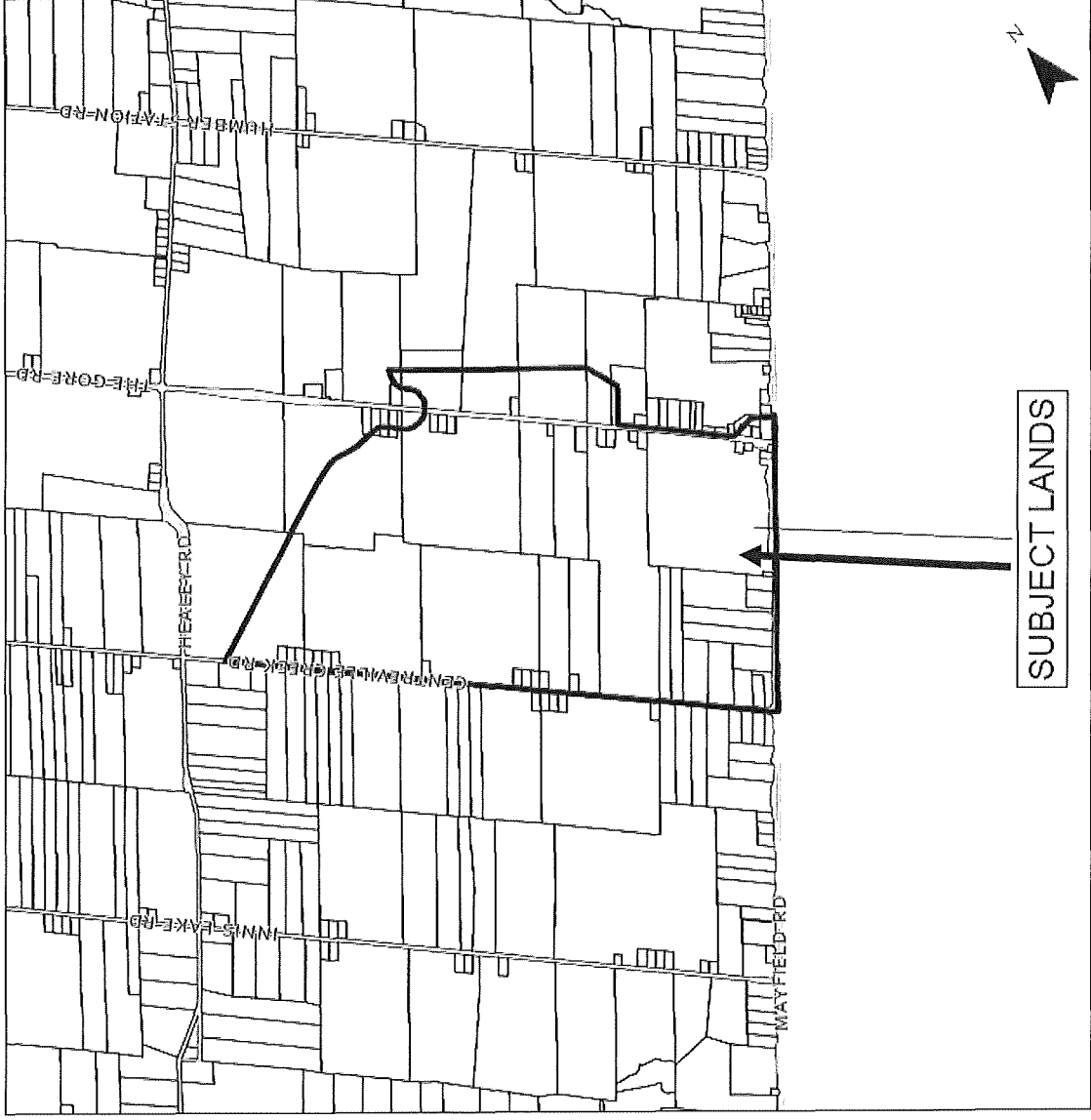
Enacted by the Town of Caledon Council this 8th day of July 2025.


Annette Groves, Mayor


Kevin Klingenberg, Town Clerk

The seal of the Corporation of the Town of Caledon is a circular emblem. It features a five-pointed star in the center. The words "CORPORATION OF THE TOWN OF CALEDON" are inscribed around the perimeter of the seal.

Appendix "A" to By-law 2025-0060
Subject Lands – Official Plan Amendment Number 285



Appendix “B” to By-law 2025-0060
Official Plan Amendment Number 285 to the Town of Caledon Official Plan

Constitutional Statement

The details of the Amendment, as contained in Part B – The Amendment, constitute Amendment Number 285 to the Town of Caledon Official Plan.

AMENDMENT NO. 285

TO THE OFFICIAL PLAN OF THE TOWN OF CALEDON

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend the Town's Official Plan by establishing the Wildfield Village Secondary Plan that will include policies to facilitate the development of approximately 6,800 new residential units with a population of approximately 22,000 people across a total area of approximately 355 hectares (877 acres). The Secondary Plan will also include policies relating to the natural environment system, community amenities including schools and parks, a connected road and active transportation network, and a mix of land uses including commercial/mixed use. The estimated density will be approximately 87 residents and jobs per hectare.

The Amendment establishes objectives and policies to govern the development of land within the Wildfield Village Secondary Plan Area by amending Chapter 7.0 of the Official Plan and adding a new subsection (7.16) for the new Secondary Plan under the Future Caledon Official Plan.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "U" Wildfield Village Community Structure & Land Use Schedule, comprise an area of 355 hectares (877 acres) are bounded by the Highway 413 Protection Corridor to the north, The Gore Road to the east, Centreville Creek Road to the west and Mayfield Road to the south, and are legally described as Part of Lots 1, 2, 3, 4 & 5, Concession 3 & 4 (Geographic Township of Albion), Town of Caledon, Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Staff Report 2025-0222, as adopted by Council on July 8, 2025. The applicant, the Wildfield Village Landowners Group, has requested an amendment to the Town of Caledon Official Plan to assign a range of land use designations and policies to enable and support a range of appropriate urban land uses, and to protect, restore, and enhance natural features and areas, including water resource systems, and to provide parks, schools, open spaces, and stormwater management.

The subject lands are located within the Urban System designation within the Region of Peel's 2051 Urban Area. All Designated Greenfield Areas within the Region of Peel's 2051 New Urban Area require secondary planning to guide future development.

The applicant is proposing to amend the Official Plan to establish the Wildfield Village Secondary Plan to accommodate a balanced delivery of housing opportunities, including lands for education, recreation, and parks and open space.

The applicant has submitted an Official Plan Amendment Application including various technical studies in support of the proposed amendment. Planning staff has reviewed this application and is of the opinion that the amendment is consistent with and promotes the policies of the Provincial Planning Statement by focusing growth within a settlement area with efficient development and land use patterns, accommodating a range and mix of housing, while protecting existing natural heritage features.

The Amendment conforms to and promotes the policies of the Region of Peel Official Plan as it provides for natural heritage protection and achieves the designated greenfield area objectives by accommodating a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service.

The Amendment conforms to the Town of Caledon Official Plan as it establishes objectives and policies on growth management, community design, land use, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth.

The lands subject to the Amendment are contiguous to the built-out and developing areas to the south and east, representing a logical extension of urban development in the area and facilitates the contribution of housing to the Town's growth targets.

PART B - THE AMENDMENT

This part of the document titled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. 285 of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. By amending Chapter 7.0: Site-specific Policies and Secondary Plans by adding a new subsection 7.19, Wildfield Village Secondary Plan, as provided in **Attachment 1**.
2. By amending the following Schedules:
 - a. By amending Schedule A, F, J, K, L, O, and S to re-designate the lands to ‘Settlement Area’.
 - b. By amending Schedule A1, to re-designate the lands from ‘Agricultural and Rural Area of the Growth Plan’ to ‘Rural Service Centre’.
 - c. By amending Figure 1, to re-designate the lands as ‘Designated Greenfield Area’.
 - d. By amending Figure 19, to re-designate the land as ‘Settlement Area’.
 - e. By amending Figure 21, to re-designate the lands as ‘Settlement Area’.
 - f. By amending Appendix I, II, and III, to re-designate the lands as ‘Settlement Area’.
3. By adding the following Schedule as provided in **Attachment 2**:
 - a. Schedule U, Wildfield Village Secondary Plan Land Use Plan

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

7.19 WILDFIELD VILLAGE SECONDARY PLAN

7.19.1 INTRODUCTION

The Wildfield Village Secondary Plan (Secondary Plan) establishes a detailed planning framework to facilitate the development of a complete community. The Secondary Plan will govern the development and redevelopment of lands in the Secondary Plan Area as shown on Schedule U – Wildfield Village Community Structure and Land Use.

Wildfield Village is being planned as part of the Region of Peel’s Urban System, accommodating growth to 2051. The Secondary Plan Area has been designed as a complete community, accommodating a range of housing options alongside a mix of commercial and community uses. Wildfield Village will be planned as a compact, well-connected community with a high-quality public realm, providing residents and visitors access to the opportunities and choices required to lead rewarding lives.

The Secondary Plan Area has been planned and designed through a comprehensive and multi-disciplinary process. Community design, sustainability, natural heritage, transportation, stormwater management, and water and wastewater servicing have all been integrated into the Secondary Plan to achieve a favourable land use development pattern that balances all interests.

7.19.2 LOCATION

As illustrated on Schedule U, the Wildfield Village Secondary Plan Area is generally bound by Mayfield Road to the south; Centreville Creek Road to the west; the Greenbelt Plan and The Gore Road to the east; and the planned Highway 413 Transportation Corridor to the north.

7.19.3 GOALS AND OBJECTIVES

7.19.3.1 Goal

The Wildfield Village Secondary Plan will create a well-connected, compact and complete community. The Secondary Plan Area will offer a range of housing opportunities, commercial and community uses and access to greenspace. Wildfield Village will be designed to achieve excellence in community design and will strive to integrate a high-quality public realm.

7.19.3.2 Objectives

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

- 7.19.3.2.2 Prioritize high-quality design of the public realm and built form that fosters a strong identity and sense of place for the community.
- 7.19.3.2.3 Create a well-connected and walkable community with accessible amenities and open spaces.
- 7.19.3.2.4 Establish centralized mixed-use environments to support livability and community vibrancy, as well as provide for the day-to-day needs of residents in proximity to their homes.
- 7.19.3.2.5 Protect lands designated Natural Features and Areas and ensure proposed land uses complement the Natural Environment System.
- 7.19.3.2.6 Provide for residential and commercial uses, as well as parks and schools, that will support the community and surrounding area accommodating future growth in Caledon.
- 7.19.3.2.7 Foster the creation of a sustainable community through compact and resilient community design, built form and transportation networks.
- 7.19.3.2.8 Align with the Resilient Caledon Plan targets to assist the town in achieving net zero emissions by 2050 and be more resilient to the impacts of climate change where feasible.
- 7.19.3.2.9 Implement an integrated Natural Environment System that protects, restores and enhances the natural and water-based environments within the Wildfield Secondary Plan Area.
- 7.19.3.3 **Relationship to Parent Official Plan**
- 7.19.3.3.1 The policies of the Wildfield Village Secondary Plan must be read in their entirety, together with the relevant policies contained in Chapters 1.0 through 6.0, and relevant mapping of the Town of Caledon Official Plan.
- 7.19.3.3.2 The Wildfield Village Secondary Plan provides additional direction for development and decision-making specific to the Secondary Plan area. In the case of a conflict between a policy in Chapters 1.0 through 6.0 and the Wildfield Village Secondary Plan, the Secondary Plan will prevail.
- 7.19.4 **MANAGING GROWTH AND CHANGE**
- 7.19.4.1 **Community Structure**
- 7.19.4.1.1 The community structure of the Secondary Plan is based on Schedule A1, Town Structure, which provides a comprehensive foundation for secondary planning. In conformity with the Town Structure, the structural elements within the

Secondary Plan include:

- a) A Neighbourhood Centre at the northeast corner of Mayfield Road and Centreville Creek Road where compact, high-rise mixed-use buildings will be directed, and an emphasis placed on a high-quality public realm and streetscapes;
- b) Three Urban Corridors along Mayfield Road, Centreville Creek Road and a new east-west collector road, which are envisioned to develop with a mix of uses and building types including mixed-use buildings, mid-rise apartments, and townhouses as well as neighbourhood-oriented uses;
- c) Neighbourhood Areas occupying the majority of the Secondary Plan Area, which are intended to accommodate a wide range of ground-related housing types and densities, alongside parks, schools and other institutional uses to support the development of a complete community; and,
- d) Natural Features and Areas, to be protected and, where possible, restored.

7.19.4.2 **Growth Management**

- 7.19.4.2.1 The growth management strategy for the Secondary Plan has been configured to ensure that the development of the Wildfield Village Area occurs in an efficient, timely and cost-effective manner.
- 7.19.4.2.2 The Secondary Plan Area is planned to generate approximately 6,840 new residential units with a population of 22,140 by 2051.
- 7.19.4.2.3 The Secondary Plan Area is planned to generate approximately 400 new jobs in the Neighbourhood Centre and Urban Corridor designations.
- 7.19.4.2.4 The Wildfield Village Secondary Plan Area is planned to achieve a density target of 68 people and jobs per hectare.
- 7.19.4.2.5 The Town will ensure compliance with the population and employment targets through the implementation of the Community-wide Development Staging and Sequencing Plan.

7.19.4.3 **Housing**

- 7.19.4.3.1 In accordance with Section 3.5, Housing, of the Official Plan, Wildfield Village is planned to comprise a wide range and mix of housing types, heights, densities and sizes.
- 7.19.4.3.2 The Secondary Plan Area is planned to comprise 50% single and semi-detached dwelling units within the Neighbourhood Area designation. The remaining units will be street and back-to-back townhouse dwellings in the Neighbourhood Area

designation, a mix of street, lane, stacked and back-to-back townhouse dwellings and apartment dwellings along the Urban Corridors, and apartment dwellings within the Neighbourhood Centre.

7.19.4.4 Affordable Housing

7.19.4.4.1 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.

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

7.19.4.4.3 The Town may consider support and incentives for affordable housing in accordance with Section 3.5.3.6, Affordable Housing. Reduction or deferral of Development Charges will be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

7.19.4.4.4 Additional residential units (ARUs) and multiplexes will be permitted in designations that permit residential units, in accordance with the Zoning By-law. Applicants are encouraged, where feasible, to provide rough-ins for ARUs to provide it as an option for purchasers as part of pre-construction sales.

7.19.4.4.5 To increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing may be permitted within any designation that permits residential uses within the Secondary Plan Area.

7.19.4.4.6 Landowners may meet the Town's affordable housing targets through measures such as land dedication, joint ventures with non-profits, dedicated seniors housing, and/or dedicated affordable rental housing.

7.19.4.4.7 Reduction of parking requirements for ARUs may be considered if the proposed unit is deemed, to have close access to transit.

7.19.4.5 Non-residential Employment-generating Uses

7.19.4.5.1 A mix of commercial and service uses will be permitted primarily in the Neighbourhood Centre and Urban Corridor designations which will generate approximately 400 new jobs.

7.19.4.5.2 Within the Secondary Plan, lands designated Neighbourhood Centre are to provide service and commercial uses that support the local area and permitted uses may contain retail space as part of the broader mixed-use development, but are not permitted to accommodate single-purpose commercial uses. Lands designated Urban Corridor are permitted to accommodate retail uses as part of

mixed-use development and are permitted to contain single-purpose commercial uses.

7.19.5 GENERAL POLICIES

7.19.5.1 Climate Change

7.19.5.1.1 Energy & Climate Change Mitigation

7.19.5.1.1.1 Climate change will be mitigated through the reduction of greenhouse gas (GHG) emissions from buildings, transportation and solid waste. The use of fossil-fuel based energy sources, such as natural gas, will be discouraged in the Plan Area and efforts made to minimize their use.

7.19.5.1.1.2 New development will advance the recommendations outlined in the Wildfield Community Energy and Emissions Reduction Plan to achieve a near net zero community design, including consideration of the following measures:

- a) installation of heat pumps for space heating, including ground source, air source, and/or hybrid options as an alternative to fossil fuel-based HVAC equipment;
- b) low carbon domestic hot water such as wastewater heat recovery, air source heat pump hot water heaters, or solar water heaters;
- c) implementation of solar PV on all viable rooftop areas, and other renewable energy systems where appropriate;
- d) opportunities for community-scale energy systems including district energy fueled by geo-exchange, low carbon cogeneration facilities, district solar or sewage waste heat recovery;
- e) enhanced energy efficiency in building design through strategies such as building envelope improvements, high performance windows and insulation, and energy efficient mechanical equipment to meet the targets outlined in the Town's Green Development Standards, and,
- f) reduced greenhouse gas emissions from transportation through complete and compact community design, active transportation infrastructure and amenities, and provision of electric vehicle charging infrastructure at homes, workplaces and commercial centres.

7.19.5.1.1.3 Within the Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering building orientation, space and structural capacity, and electrical infrastructure.

7.19.5.1.1.4 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power

disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported, and renewable energy generation will be a supported land use where appropriate.

7.19.5.1.1.5 The Town and applicant will work with Hydro One and other utilities, to promote energy systems and electrical infrastructure that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation, including vehicle charging infrastructure on public and private sites.

7.19.5.1.2 Water Efficiency

7.19.5.1.2.1 New development in the Plan Area will take steps to reduce potable water consumption through consideration of measures such as efficient water fixtures and rainwater harvesting and reuse.

7.19.5.1.2.2 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.

7.19.5.1.3 Climate Adaptation

7.19.5.1.3.1 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.

7.19.5.1.3.2 New development will advance the recommendations outlined in the Wildfield Climate Adaptation Plan to improve climate resilience at each development stage. This will include, at minimum:

- 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, 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 and using green infrastructure/Low Impact Development strategies where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- d) maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;

- e) reducing reliance on increasingly constrained potable water resources, and enhancing opportunities for local food production;
- 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, in particular flooding and high wind.

7.19.5.1.4 Green Development Standards

- 7.19.5.1.4.1 All new development will implement metrics and achieve the performance targets outlined in the Town's Green Development Standards, as amended from time to time, to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that all new development include sustainable design features which, among other objectives, reduce greenhouse gas emissions and enhance energy efficiency from buildings and transportation.

7.19.5.2 Cultural Heritage

7.19.5.2.1 Archaeology

- 7.19.5.2.1.1 Minimum Stage 2 Archaeological Assessment is required for all lands proposed for development in the Secondary Plan Area as part of a complete draft plan of subdivision application to the satisfaction of the Ministry of Citizenship and Multiculturalism and the Town
- 7.19.5.2.1.2 Stage 3 and 4 Archaeological Assessments, where required, will be completed prior to development approvals, or subject to the appropriate draft plan of subdivision conditions, to the satisfaction of the Ministry of Citizenship and Multiculturalism and the Town.
- 7.19.5.2.1.3 No demolition, construction, grading or other soil disturbances will take place prior to the Town receiving, to their satisfaction, all completed archaeological assessment(s) and Ministry of Citizenship and Multiculturalism compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.
- 7.19.5.2.1.4 Consultation with Indigenous Nations will be conducted by the Applicant in accordance with section 35 of the Constitution Act regarding Aboriginal and treaty rights. Indigenous Nations will be notified of the identification of

Indigenous burial sites and significant archaeological resources related to the activities of their ancestors.

- 7.19.5.2.1.5 Where archaeological resources are documented and found to be Indigenous in origin, a copy of the relevant archaeological assessment report will be provided to the appropriate Indigenous Nations.
- 7.19.5.2.2 Built Heritage Resources and Cultural Heritage Landscapes
 - 7.19.5.2.2.1 A Heritage Impact Assessment (HIA), prepared by a qualified professional and in accordance with Official Plan policies and the Town's terms of reference for such studies:
 - a) will be required as part of any development application for lands that include identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan Area; and,
 - b) may be required as part of any development application for lands adjacent to an identified Built Heritage Resources and/or Cultural Heritage Landscape within or adjacent to the Secondary Plan Area
 - 7.19.5.2.2.2 Implementation of the recommendations, including any mitigation measures, of a Heritage Impact Assessment will occur through the approval of development applications including draft plans of subdivision and/or site plans.
- 7.19.5.2.3 Integration of Cultural Heritage Resources
 - 7.19.5.2.3.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.
 - 7.19.5.2.3.2 Cultural heritage resources will be provided with an appropriate lot size to ensure that their heritage attributes can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.
 - 7.19.5.2.3.3 The contextual landscape of cultural heritage resources should be conserved, including orientation of buildings and structures, viewsheds, mature vegetation, and landscape features.
 - 7.19.5.2.3.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance of a cultural heritage resource will be required as part of a development application where a cultural heritage resource is to be retained and integrated.
 - 7.19.5.2.3.5 Additional heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:

- a) acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
- b) the installation of interpretive plaques, public art and other forms of commemoration;
- 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.

7.19.5.3 Urban Design

- 7.19.5.3.1 Design of the public and private realm, including streetscapes, parks, built form and site planning, in the Secondary Plan Area will be in accordance with the relevant design sections and guided by the Secondary Plan Community Design Guidelines.
- 7.19.5.3.2 Development will occur in accordance with the Comprehensive Town-Wide Design Guidelines and the applicable Secondary Plan Community Design Guidelines to ensure the Town's vision for New Community Area development is reflected and a distinct sense of place is fostered within the Wildfield Village Secondary Plan.
- 7.19.5.3.3 All development applications in the Secondary Plan shall require, as part of a complete application, the completion of a Health Assessment as described in the Region of Peel Official Plan. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, to the satisfaction of the Region of Peel.
- 7.19.5.3.4 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

7.19.6 ECONOMIC OPPORTUNITIES

- 7.19.6.1 Mixed-use development in the Neighbourhood Centre and along the Urban Corridors will create a variety of jobs, as well as destinations for residents to fulfil their daily needs. Additional employment opportunities will also be introduced within the Neighbourhood Areas of the Secondary Plan, through neighbourhood-scale commercial and service uses.
- 7.19.6.2 Economic opportunities throughout the Secondary Plan Area should be considered and planned for in accordance with Chapter 3.4, Fiscal and Economic Management.

7.19.7 PUBLIC SERVICE FACILITIES

7.19.7.1 The provision of public service facilities will be in accordance with Chapter 5.15, Public Uses.

7.19.7.2 Schools

7.19.7.2.1 The proposed location of four Elementary School sites (three public elementary schools and one Catholic elementary school) and one Catholic Secondary School site identified as symbols on Schedule U are considered conceptual and must be appropriately located to serve all residential areas of the plan. Where possible, school sites have been placed next to parks, offering opportunities for the co-location of facilities.

7.19.7.2.2 New school sites will have approximate areas as follows:

- a) Public Elementary Schools: 3.2 ha (8 acres)
- b) Catholic Elementary Schools: 2.4 ha (6 acres)
- c) Catholic Secondary Schools: 6.0 ha (15 acres)

7.19.7.2.3 The new Catholic elementary school and the Catholic secondary school will have frontage on a Collector Road, and the new public elementary school sites will have frontage onto two streets.

7.19.7.2.4 Minor adjustments to the location, size and configuration of school sites will be permitted without requiring an amendment to this Plan, provided that:

- a) The overall objectives of the Secondary Plan are maintained; and
- b) There is an appropriate distribution to serve the residential areas of the Secondary Plan Area.

7.19.7.2.5 Draft plans of subdivision will identify new school sites and provide for a lot size, configuration and frontage that is satisfactory to the appropriate School Board.

7.19.7.2.6 Development applications for lands containing school sites will include an alternative development concept plan demonstrating how the school block may be developed for appropriate residential uses should the school site not be required by the relevant school board.

7.19.7.2.7 New school sites or part thereof not required by the relevant school board may be developed for residential uses without amendment to this Plan, which are compatible with existing and/or planned surrounding development in accordance with the applicable land use designation policies.

7.19.7.3 Community Facilities

- 7.19.7.3.1 Relevant draft plans of subdivision or site plan applications may include lands for a Town community recreational facility of appropriate lot size, configuration, and frontage onto adjacent roads to the satisfaction of the Town.
- 7.19.7.3.2 The Town community recreational facility will be planned, designed, and constructed in accordance with the Town's Corporate Green Building Standard, which may be amended by Council periodically.
- 7.19.7.3.3 The community recreational facility will be planned with lead time to accommodate potential grant funding opportunities, allowing the design to be informed by energy saving and emissions reduction opportunities.

7.19.8 TRANSPORTATION AND MOBILITY

- 7.19.8.1 Transportation infrastructure in the Secondary Plan Area will be developed as multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle, and pedestrian movement and connectivity. The overall and integrated transportation system in the Secondary Plan Area will be planned and designed in accordance with Chapter 5.9, Transportation.
- 7.19.8.2 Development within the Secondary Plan Area will implement the recommendations of the Town approved Community-wide Transportation Study.
- 7.19.8.3 The Community-wide Transportation Study in support of the Secondary Plan, will include, but is not limited to:
 - a) transportation capacity analysis and modelling identifying:
 - i. internal road, intersection, and lane configurations and traffic controls required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan; and,
 - ii. external boundary road, intersection, and lane configurations and traffic control improvements required to support the full build-out of the Secondary Plan Area, based on the planning horizons of the Official Plan.
 - b) a Transportation Demand Management Plan;
 - c) a Transit Plan identifying proposed transit routes and stops to provide access to transit within 400 metres throughout the entire Secondary Plan community;
 - d) a Pedestrian and Cycling Plan, identifying cycling and pedestrian infrastructure and connectivity throughout the Secondary Plan, and along the Boundary Road network;
 - e) a Traffic Safety and Calming Plan; and,

- f) an assessment of land requirements needed to accommodate the planned transportation infrastructure and improvements.

7.19.8.4 Additional transportation studies in support of future draft plans of subdivision within the Secondary Plan Area will be required to include, but not limited to:

- a) Traffic modelling and operational analysis of under two scenarios:
 - i. Full build-out of the draft plan of subdivision and adjacent subdivisions that are approved and under construction, identifying any external transportation improvements required to support the ultimate development; and,
 - ii. Interim conditions, identifying the transportation improvements, treatments, and connections required to support each development phase, including where roads and pedestrian connections terminate at the edge of adjacent undeveloped lands or future phases.
- b) A phasing and staging plan for transportation infrastructure, consistent with the timelines and development horizons, that outlines how the transportation network will evolve with each phase of development
- c) Consideration of interim conditions for boundary roads (e.g., Centreville Creek Road), including whether full build-out elements such as widening, signalization, or intersection improvements are required at early stages or can be delivered through a phased approach.
- d) Coordination with and reference to the Town-approved Community-Wide Transportation Study to ensure consistency in transportation planning across the Secondary Plan Area.

7.19.8.5 **Roads**

7.19.8.5.1 Roads in the Secondary Plan Area are generally intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.

7.19.8.5.2 Schedule U illustrates a Conceptual Collector Road Network including two new north-south collector roads extending into the Secondary Plan Area from the existing established neighbourhood to the south. Five new east-west collector roads connect through the community and out towards new residential areas to the east and west.

7.19.8.5.3 Other implementation and design details with respect to the conceptual road network in the Secondary Plan Area, as may be suggested by the final Community-wide Transportation Study, the respective municipal class

environmental assessments if necessary and Community Design Guidelines, will be considered in the preparation of the Community-wide Development Staging and Sequencing Plan.

7.19.8.5.4 Minor adjustments to the location of the Conceptual Collector Road Network as shown on Schedule U will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.

7.19.8.5.5 Prior to the registration of a Plan of Subdivision, the construction of required collector roads and related improvements identified in the Community-wide Transportation Study will be completed, as necessary, or otherwise secured through a subdivision agreement to the satisfaction of the Town.

7.19.8.5.6 Collector roads must be designed and delivered in a manner that supports the modified grid structure, promotes walkability and accommodates future transit services, and ensures safe, functional access for all modes of travel.

7.19.8.5.7 Traffic calming measures beyond those considered within the Community-wide Transportation Study or a site-specific Transportation Impact Study, may be considered during the detailed design or Site Plan Approval stage.

7.19.8.6 **Road Rights-of-Way**

7.19.8.6.1 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 Town, to provide the road right-of-way width established by the Official Plan and Schedule U, as well as any additional lands identified through the Community-wide Transportation Study, a Feasibility Study, and an Environmental Assessment, required to accommodate:

- a) grading;
- b) intersection geometry (i.e. medians, turning lanes, and storage tapers, etc.);
- c) traffic control devices and related appurtenances (i.e. signal poles, controllers, active-transportation facilities), appurtenances;
- d) streetscape elements (e.g., street trees, street lighting, seating, signage), bike lanes;
- e) dedicated transit facilities (e.g., bus bays, transit shelters);
- f) low impact development features needed to meet the Town's Consolidated Linear Infrastructure Environmental Compliance Approval;
- g) on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles; and

- h) low carbon and alternative energy systems including district energy, where appropriate.
- 7.19.8.6.2 Such additional rights-of-way requirements may also be determined during the development application stage and will become part of the required rights-of-way.
- 7.19.8.6.3 The Town may acquire and hold any lands required to implement any feature or facility in the Secondary Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to implement the Plan are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.19.8.6.4 In accordance with Policy 5.9.5.2.11, the Town may accept reduced daylight triangles where it has been demonstrated to the satisfaction of the Town and/or Region that appropriate sight lines and the necessary appurtenances and infrastructure can be accommodated within these reduced daylight triangles. This shall be determined prior to any draft plan approval.
- 7.19.8.6.5 Sidewalks will be provided on both sides of all public roads, except where it can be demonstrated to the Town, at its sole discretion, through detailed design that physical or environmental constraints make a two-side treatment impractical and an equivalent accessible connection can be achieved, or where it conflicts with other priorities of the Town.
- 7.19.8.7 **Public Transit**
- 7.19.8.7.1 In accordance with the Official Plan and any future public transit network developed by the Town, the Arterial Roads bordering the Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.
- 7.19.8.7.2 To encourage transit throughout the Secondary Plan Area as a viable option, a transit service plan is required to demonstrate that development plans will be designed with specific regard for the safe, convenient and efficient use of public transit. In particular, development will consider planning for:
 - a) sufficient transit service routes throughout the Secondary Plan and external boundary road network to provide transit access within 400m of the majority of residences and businesses to the satisfaction of the Town;
 - b) road widths along planned transit routes that can accommodate that can safely accommodate transit vehicles;
 - c) related pedestrian and/or cycling routes that provide direct access to transit routes and stops;

- d) the provision of future transit stops within 400 metres of the majority of residents and employees to the satisfaction of the Town; and
- e) adequate property to accommodate transit infrastructure and related appurtenances.

7.19.8.8 **Pedestrian and Cycling Network**

7.19.8.8.1 The intent of the pedestrian and cycling network in the Secondary Plan is to provide a safe, well connected, and convenient alternative for trips that would otherwise be made using a vehicle.

7.19.8.8.2 Key objectives of the pedestrian and cycling network in the Secondary Plan are to provide:

- a) a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
- b) safe, attractive, and convenient connections between and within key destinations in the Secondary Plan; and,
- c) continuous pedestrian and cycling connections with broader existing and future planned active transportation networks in the Town, City of Brampton, and Region of Peel.

7.19.8.8.3 Pedestrian and cycling routes throughout the Secondary Plan Area will be planned in accordance with Chapter 5.9, Transportation, and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.

7.19.8.8.4 Within the Community-wide Transportation Study, a Pedestrian, Cycling and Trail Network Plan illustrating sidewalks, on-road cycling facilities, multi-use paths and off-road trails, and showing their continuity to external networks, will be prepared to the satisfaction of the Town. Where the schedule cannot be physically included in the Secondary Plan, it will be provided separately as part of supporting materials, prior to approval of draft plans of subdivisions or site plan applications.

7.19.8.9 **Recreational Trail Network**

7.19.8.9.1 Recreational trails related to the natural environment and open space systems in the Secondary Plan and beyond will be considered, where possible, part of the pedestrian and cycling network.

7.19.8.9.2 Recreational trails may be provided within the natural environment system and open space elements including parks, and school sites, where appropriate, as determined by the approved Local Subwatershed Study or any Addendums

thereto.

- 7.19.8.9.3 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town and Provincial accessibility standards.
- 7.19.8.9.4 Future development within the Secondary Plan Area will additionally consider an internal multi-use trail system outside of the Collector Road right-of-way.
- 7.19.8.9.5 Where the recreational trail network relies on the public road right-of-way to create connections between trails, the sidewalk width will be increased along the connecting route, within established rights-of-way, unless otherwise directed by the Town.
- 7.19.8.10 **Parking**
- 7.19.8.10.1 Permanent, large areas of surface parking should be avoided and will be permitted only when it is demonstrated that there is no other alternative. Such demonstration will consist of an alternative layout analysis prepared by a qualified urban design architect. In the event there is no alternative to such parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.
- 7.19.8.10.2 Where a development application, supported by a detailed Parking Justification Study, is able to demonstrate a reduced need for parking, alternatives to the parking standards contained in the Town’s comprehensive zoning by-law will be considered.
- 7.19.8.10.3 Where loading and parking areas are proposed within proximity to a street frontage or interface, enhanced landscaping may be required to mitigate the visual impact of parking on the streetscape.
- 7.19.8.10.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.
- 7.19.8.11 **Electric Vehicle Infrastructure**
- 7.19.8.11.1 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards.
- 7.19.8.11.2 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.
- 7.19.8.12 **Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest**
- 7.19.8.12.1 A portion of the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Plan Area, as

shown on Schedule U. No development is to be permitted within the Focused Analysis Area and Narrowed Area of Interest, as depicted on Schedule U, until permitted by the Province.

- 7.19.8.12.2 Schedule U illustrates the Preliminary Highway and Transitway Right-of-Way design. Should the final design of the Preliminary Highway and Transitway Right-of-Way or the Transmission Corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Secondary Plan.
- 7.19.8.12.3 In the event the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest are released by the Province and the Provincial Transportation Corridor and Transitway Right-of-Way and the Transmission Corridor are not required, the underlying land use designations of the Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest will come into effect. For lands within the Planned Highway 413 Transportation Corridor, the Secondary Plan will be updated to determine appropriate land uses for the area of the corridor.
- 7.19.8.12.4 Planning for any development within the FAA and NAI will be conceptual and at the proponent's risk. The Province is under no obligation to account for any planned development within the designs for the corridor projects
- 7.19.8.13 **Northwest GTA Transmission Corridor**
 - 7.19.8.13.1 The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ontario Ministry of Energy and Mines and the Independent Electricity System Operator, to identify an appropriate corridor of land for use by future electricity transmission infrastructure. A portion of the Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Secondary Plan Area. These lands are identified on Schedule U in this Plan.
 - 7.19.8.13.2 Land may be required within the Secondary Plan Area for the Northwest GTA Transmission Corridor. Accordingly, final development approval for the lands within the Corridor's Narrowed Area of Interest will only be provided following the final determination on the alignment of the Northwest GTA Transmission Corridor right-of-way or to the satisfaction of the Ministry of Energy and Mines. No *development* approval will be provided for lands within the Corridor's Narrowed Area of Interest until such time as those lands are either removed from the Narrowed Area of Interest, or the Ministry of Energy and Mines provides direct approval. Minor modifications may be made to the underlying land uses and road network for any lands released from protection for this Corridor without an amendment to this Plan.
- 7.19.8.14 **Transportation Demand Management**
 - 7.19.8.14.1 The Community-wide Transportation Study will include the overall Transportation Demand Management strategy for the Secondary Plan. A Transportation

Demand Management Plan will be required through the approval of site plan applications, outlining strategies, incentives, programs, and infrastructure that will reduce dependency on single passenger automobile trips.

7.19.8.14.2 The Town may permit reduced parking standards for developments which demonstrate through a Transportation Demand Management plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards may also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.19.8.14.3 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 promote a variety of modes of transportation.

7.19.9 INFRASTRUCTURE

7.19.9.1 Comprehensive Servicing and Stormwater Management Study

7.19.9.1.1 A Comprehensive Servicing and Stormwater Management Study (CSSS) will be completed and submitted to address all lands within the Secondary Plan Area. The CSSS will implement the management recommendations, targets and criteria outlined in the approved Local Subwatershed Study. Approval of the CSSS will be required prior to the approval of the first draft plan of subdivision, draft plan of condominium or site plan approval within the Secondary Plan Area.

7.19.9.2 Municipal Water and Wastewater Services

7.19.9.2.1 All new development in the Secondary Plan will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Comprehensive Servicing and Stormwater Study, Community-wide Development Staging and Sequencing Plan, and site-specific Functional Servicing Report, to the satisfaction of the Region of Peel.

7.19.9.2.2 When designing and installing water and/or wastewater infrastructure in the Secondary Plan, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be provided.

7.19.9.3 Local Subwatershed Study

7.19.9.3.1 The final location and configuration of watercourses will be determined as part of the Local Subwatershed Study and shown on Schedule U.

7.19.9.3.2 Based on the results of the Local Subwatershed Study, modifications to feature alignment and channel design may be considered in order to find land use efficiencies.

7.19.9.4 **Stormwater Management and Low Impact Development**

7.19.9.4.1 Stormwater management facilities servicing the Plan Area will be designed in accordance with the Comprehensive Servicing and Stormwater Study (CSSS), in conjunction with the applicable Conservation Authority, the Town and other government agencies, as applicable.

7.19.9.4.2 The CSSS will implement the management strategy, targets and criteria outlined in the approved Wildfield Village Local Subwatershed Study.

7.19.9.4.3 The location of stormwater management facilities is conceptually identified on Schedule U. The final location and configuration of these facilities will be determined as part of the CSSS, and will be guided by the findings and management recommendations of the approved Wildfield Village Local Subwatershed Study.

7.19.9.4.4 The location of the stormwater management facilities, including green infrastructure and Low Impact Development practices, are to be more specifically delineated in draft plans of subdivision in accordance with the CSSS, and site-specific Environmental Impact Studies, or equivalent, to the satisfaction of the Town and agency partners

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

7.19.9.4.6 At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater management on the proposed development. All reports will be prepared in accordance with the approved Wildfield Village Local Subwatershed Study, the applicable CSSS, site-specific Functional Servicing Reports, and Town of Caledon Engineering Standards:

a) Stormwater Management Reports and Plans;

b) Erosion and Sediment Control Plan;

c) servicing plans;

d) grading plans;

e) geotechnical reports;

f) hydrogeological reports; and,

g) other technical reports as deemed necessary.

7.19.9.4.7 The Stormwater Management Report and Plan, as outlined in Policy 7.19.9.4.3.3

will incorporate a variety of stormwater management practices, including Low Impact Development (LID) techniques, to protect water quality, maintain baseflow and temperature, and support ecological integrity. Wherever possible, stormwater infrastructure required under the Consolidated Linear Infrastructure (CLI) Environmental Compliance Approval (ECA) will be located on public lands to ensure access for maintenance. If such infrastructure must be located on private property, appropriate legal instruments, as approved by the Town, must be in place to ensure long-term maintenance.

- 7.19.9.4.8 To ensure compliance with the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA), stormwater management practices required to meet regulatory and design objectives may be accommodated within the public right-of-way. Where such accommodation necessitates additional right-of-way width beyond the standard road cross-section, applicants shall be required to provide the necessary widening as a condition of development approval. The design and implementation of these features shall be coordinated with the Town to ensure alignment with CLI-ECA requirements and to maintain overall functionality of the transportation and servicing network.
- 7.19.9.4.9 Stormwater management facilities will be designed and located to accommodate the ultimate future widening of Town and Region roads adjacent to the subject lands at their planned elevations, if known, or existing elevations, where feasible. For developments adjacent to an existing Town and Region road, the design of storm sewer systems and stormwater management ponds shall accommodate flows from the roads, where feasible.
- 7.19.9.4.10 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 the approved Wildfield Village Local Subwatershed Study, the Climate Adaptation Plan, Town standards, and industry best management practices.
- 7.19.9.4.11 In considering options for stormwater management, the following policies will apply:
- a) Location of stormwater management facilities will promote gravity drainage and suitable coverage for services. Where feasible, there will be a preference for at source controls and low impact development practices, which are compatible with the objectives of this Plan.
 - b) Stormwater will be considered as a resource and not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Secondary Plan Area using rainwater harvesting or other methods.
 - c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Natural Environment System.

- d) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system in accordance with the approved Wildfield Village Local Subwatershed Study.
 - 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) Stormwater management facilities will be designed to minimize the impact of maintenance costs to the Town.
- 7.19.9.4.12 Conventional stormwater management facilities will be designed in compliance with the Town's Development Standards Manual, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and applicable Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA/CVC Low Impact Development Stormwater Management Planning and Design Guide.
- 7.19.9.4.13 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.
- 7.19.9.4.14 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 applicable Conservation Authority, as necessary.
- 7.19.9.4.15 Development may proceed using interim stormwater management solutions, subject to the satisfaction of Town, where the ultimate stormwater management infrastructure identified in the Secondary Plan has not yet been constructed or is not yet operational. Interim solutions must be designed to provide adequate quantity and quality control in accordance with applicable standards and must not preclude or hinder the implementation of the ultimate stormwater solution.
- 7.19.9.4.16 All lands that derive benefit from the ultimate stormwater management solution shall be required to contribute equitably to the cost of its planning, design, construction, implementation and monitoring. Cost-sharing obligations shall be secured through development agreements, cost-sharing agreements, or other financial mechanisms acceptable to the Town, and may be implemented through conditions of draft plan approval or site plan control. If the Town approves the use of temporary stormwater facilities, the subdivision agreement or site plan agreement, as applicable, shall require the posting of financial securities to the

satisfaction of the Town for the construction of the permanent facilities.

- 7.19.9.4.17 Landowners utilizing interim stormwater solutions shall be responsible for decommissioning and restoring the lands affected by such systems once the ultimate stormwater solution is in place and operational. A decommissioning and transition plan shall be submitted and approved at the time of development approval, including timing, method, and cost responsibilities, to the satisfaction of the Town and relevant agencies.

7.19.9.5 **Public Utilities and Telecommunications**

- 7.19.9.5.1 Public utilities, such as hydro and gas, and telecommunications infrastructure are permitted in any land use designation in the Secondary Plan provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.
- 7.19.9.5.2 Public utility and telecommunications infrastructure that are proposed in the Natural Features and Areas designation are subject to Section 34.10, Natural Environment System.
- 7.19.9.5.3 Where new public utility and telecommunications infrastructure is being introduced in the Secondary Plan, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.
- 7.19.9.5.4 Prior to the registration of a plan of subdivision or final approval of a site plan application in the Secondary Plan, public utility and telecommunication providers will confirm if such services can be provided to support the proposed development, and will determine appropriate locations for large utility equipment or utility cluster sites.
- 7.19.9.5.5 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high speed community-based internet service that is available to all residents and businesses. When developing their lands, developers in the Secondary Plan will include fibre-optic cable running along each local road and to each building (e.g., industrial, commercial, institutional, and/or residential) for residents and businesses in the Secondary Plan to access high-speed internet services.

7.19.9.6 **Noise, Vibration and Light Impacts**

- 7.19.9.6.1 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.
- 7.19.9.6.2 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.

- 7.19.9.6.3 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.
- 7.19.9.6.4 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.
- 7.19.9.6.5 Where possible, built form proposed for areas adjacent to the Highway 413 Protection Corridor, arterials roads, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for future landowners.
- 7.19.9.6.6 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.19.9.6.7 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 rear-lane dwellings, single loaded roadways or window streets will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street and community neighbourhoods.
- 7.19.9.6.8 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 development.
- 7.19.9.6.9 Road Noise Impacts
 - a) 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.
- 7.19.9.6.10 Stationary Noise Impacts
 - a) From a noise perspective, apartment and mixed-use buildings, and non-residential developments are not expected to pose any significant constraints to the existing or future surrounding development of these areas if appropriate attenuation measures are installed around roof top mechanical units, garbage compactors and loading/unloading operations.

- b) To the greatest extent practical, the design of apartment and mixed-use buildings, and non-residential developments 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.

7.19.9.6.11 Lighting and Light Impacts

- a) Lighting in the Plan Area will be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.
- b) Warning clauses will be included in any offers of purchase and sale with respect to possible impacts of light on residential areas from the Highway 413 Corridor and surrounding arterials roads.

7.19.10 NATURAL ENVIRONMENT SYSTEM, PARKS AND OPEN SPACE

7.19.10.1 Natural Environment System

- 7.19.10.1.1 The Wildfield Village Natural Environment System will be protected, restored and enhanced in accordance with Section 3.2, Ecosystem Planning and Management.

7.19.10.2 General Policies

- 7.19.10.2.1 The calibration of wetland water balance and erosion continuous simulation models will be assessed as part of the Comprehensive Servicing and Stormwater Management Study.
- 7.19.10.2.2 The need for additional hydrogeological drilling for confirmation of dewatering impacts will be assessed prior to draft plan of subdivision approval.
- 7.19.10.2.3 The final Natural Environment System will be zoned in a restrictive zone to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the approved Local Subwatershed Study.
- 7.19.10.2.4 Permitted uses and activities in the Natural Environment System will be limited to:
 - a) forest, fish and wildlife management;
 - b) limited essential infrastructure including road and municipal services crossings, outfalls, and low impact development measures subject to the Town's and Toronto and Region Conservation Authority approval;

- c) natural heritage feature or area restoration and enhancement works;
 - d) channel relocation and lowering; wetland and/or woodland restoration and enhancement works;
 - e) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and,
 - f) site alteration to accommodate the above uses; and existing uses, buildings or structures.
- 7.19.10.2.5 The Natural Features and Areas lands that are not owned by the Town or the Toronto and Region Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- 7.19.10.2.6 Illumination of parking, park, or other adjacent facilities will be directed away from the Natural Environment System.
- 7.19.10.3 **Natural Features and Areas**
- 7.19.10.3.1 Lands designated Natural Features and Areas are shown conceptually on Schedule U.
- 7.19.10.3.2 Schedule U – Natural Features and Areas conceptually delineates the Natural Heritage Features, Natural Hazards and Buffers.
- 7.19.10.3.3 Compensation Areas and Enhancement Areas will be provided within the Secondary Plan in accordance with the approved Local Subwatershed Study.
- 7.19.10.3.4 A natural linkage to the central Natural Feature and Area will be provided in accordance with the approved Local Subwatershed Study.
- 7.19.10.3.5 The Natural Features and Areas designation boundaries shown conceptually on Schedule U are subject to change without requiring an amendment to this Secondary Plan and will be finalized through approval of the Local Subwatershed Study and/or site-specific Environmental Impact Studies by the Town and applicable agencies.
- 7.19.10.3.6 Active transportation linkages through the Natural Features and Areas designation may be permitted in limited circumstances where it has been demonstrated to the Town's satisfaction that there will be minimal adverse impacts to the functions of the Natural Environment System.
- 7.19.10.3.7 Natural Features and Areas identified conceptually on Schedule U that have not been confirmed in the field through the Local Subwatershed Study and/or site-specific Environmental Impact Studies due to non-participating land ownership require further study to determine appropriate management of the features in alignment with those studies.

- 7.19.10.3.8 Where Natural Heritage Features on lands that did not participate in the Local Subwatershed Study are located in proximity to participating lands, further study (a site-specific Environmental Impact Study) is required to determine the extent of required buffers on the participating lands.
- 7.19.10.3.9 A Slope Stability Assessment and Floodplain Assessment will be required for properties bordering the West Humber River valley east of The Gore Road that did not participate in the Local Subwatershed Study to confirm limits of erosion and flood hazards.
- 7.19.10.4 **Parks and Open Space**
 - 7.19.10.4.1 Parkland Requirement
 - 7.19.10.4.1.1 As identified on Schedule U, the Secondary Plan Area will be serviced by one Community Park, five Neighbourhood Parks and one Parkette. The development of parks within the Secondary Plan Area will be in accordance with Chapter 5.8, Open Space and Recreation.
 - 7.19.10.4.1.2 The proposed location of parks in the Secondary Plan Area have been shown to illustrate an appropriate and walkable distribution to serve all residential areas of the plan. A Community Park is shown conceptually on the west side of The Gore Road. Neighbourhood Parks have been placed next to schools where possible, offering opportunities for the co-location of facilities.
 - 7.19.10.4.1.3 Minor adjustments to the location and size of new parks will be permitted without requiring an amendment to this Plan, provided that:
 - a) The overall objectives of the Secondary Plan (complete, walkable community) are maintained;
 - b) There is an appropriate distribution to serve the residential areas of the Secondary Plan Area; and
 - c) The alteration in size or location does not significantly reduce the functionality of the park block and the amount of land proposed for municipal parks in the Secondary Plan Area based on legislated requirements.
 - 7.19.10.4.1.4 The Wildfield Village Landowners Group will enter into a Master Parks Agreement with the Town.
 - 7.19.10.4.2 Community Parks
 - 7.19.10.4.2.1 Community Parks in the Secondary Plan Area are intended to provide a central location for medium- to large-scale sports facilities, sport fields, flood lighting, courts (basketball, pickleball, and multi-use courts), large playground structure, splashpad, washroom building, shade structures and seating areas for residents within the broader Secondary Plan Area.

7.19.10.4.2.2 Community Parks will be subject to the following policies:

- a) Community Parks will generally have a minimum area of 6.0 hectares;
- b) Community Parks will be centrally located to the population they serve (15,000 – 20,000 people);
- c) be located to have direct access to an arterial or collector road;
- d) a minimum of 50% of the perimeter of the Community Park will abut public roads or open space use; and
- e) Community Parks will be located adjacent to a planned transit route.

7.19.10.4.3 Neighbourhood Parks

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

7.19.10.4.3.2 Neighbourhood Parks will be subject to the following policies:

- a) Neighbourhood Parks will generally have a minimum area of 2.0 hectares;
- b) Neighbourhood Parks will be located centrally to the population (4,000 – 5,000 people) they serve;
- c) a minimum of 50% of the perimeter of a Neighbourhood Park will abut public roads, school, or open space use; and,
- d) entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.

7.19.10.4.4 Privately Owned Publicly Accessible Spaces

7.19.10.4.4.1 The Town may require Privately Owned Publicly Accessible Spaces for medium-high density or mixed use developments if the subject property is beyond 400 metres from a neighbourhood park. The need for, location of, and the total land area will be determined during the Site Plan process. 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; and,

- d) Be encouraged at ground level and complement local service retail uses.

7.19.10.4.5 Urban Square/Parkette

- 7.19.10.4.5.1 An Urban Square/Parkette is located in proximity to the Neighbourhood Centre at Mayfield Road and Centreville Creek Road. Development of an Urban Square/Parkette will be in accordance with Policy 5.8 of the Official Plan and the Wildfield Village Community Design Guidelines.

7.19.11 LAND USE POLICIES

7.19.11.1 Land Use Designations and Policies

7.19.11.1.1 Neighbourhood Centre

- 7.19.11.1.1.1 Lands designated Neighbourhood Centre at the corner of Mayfield Road and Centreville Creek Road will be developed with a mix of uses in a compact built form. The Neighbourhood Centre is to be planned as a vibrant focal point for the surrounding neighbourhood, with compact mid-rise mixed-use buildings and an emphasis on a high-quality public realm and streetscapes. The design of development will place a high priority on the pedestrian, cycling and transit experience to reinforce convenience, comfort and safety.

7.19.11.1.1.2 The planning objectives for the Neighbourhood Centre designation are as follows:

- a) facilitate mid-rise forms of development allowing for more affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;
- b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;
- c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;
- d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;
- e) build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;
- f) provide a range of retail and service experiences that serve local needs and draw customers from wider catchment, with particular focus on creating spaces for independent small businesses;
- g) create a comprehensive, separate, attractive and well-designed network for

walking and cycling that allows people to easily get around within the Neighbourhood Centre; and,

- h) locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.

7.19.11.1.1.3 Permitted uses are:

- a) A broad range of residential, retail, mixed-use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted; and
- b) Single-purposed commercial buildings and ground-related residential uses will not be permitted.

7.19.11.1.1.4 Density and Height

- a) The minimum permitted residential density within the Neighbourhood Centre designation is 50 units per net hectare and maximum permitted residential density is 200 units per net hectare.
- b) The minimum permitted building height within the Neighbourhood Centre designation is three storeys and the maximum permitted building height is 12 storeys.

7.19.11.1.1.5 Development Policies

- a) Streets within the Neighbourhood Centre designation will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.
- b) Surface parking lots for mixed-use buildings will be limited in area with at least 80 percent of the required parking planned to be provided in underground or above-ground structures. Existing surface parking lots within a secondary major transit station area that do not meet major transit station area objectives will be encouraged to redevelop. Prior to the build out of a secondary major transit station area, temporary surface parking may be utilized.
- c) Day cares should also be integrated into residential areas.
- d) A comprehensive and integrated continuous trail network should be established in each Neighbourhood Centre in order to contribute to the establishment of walkable, bicycle-friendly and active mixed-use centres. Trails and/or walkways will be integrated into development proposals to maximize connectivity:

- i. within the Neighbourhoods Centre designation and between neighbourhoods and/or employment areas;
 - ii. to active transportation routes; and,
 - iii. to promote public access to community uses and natural areas and features.
- e) Pedestrian and multi-use trails will provide access to and through parks and where appropriate, the Natural Environment System, and will be planned to help encourage active transportation as a viable means of both recreation and transportation.
- f) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.
- g) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- h) Transit-oriented forms of development and transit-supportive public space design will be of a high priority for development within Neighbourhood Centres.
- i) The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.
- j) Implementation tools and mechanisms will address land use compatibility and the separation or mitigation of sensitive land uses in accordance with requirements of the Provincial Planning Statement and Provincial guidelines, standards, and procedures. This will include an assessment of the need for proposed sensitive land uses and alternative locations in Caledon.
- k) Alternative development standards that provide additional flexibility with respect to the mixing of uses, built form and parking standards will also be considered by the Town through the development approval process.

7.19.11.1.2 Urban Corridors

- 7.19.11.1.2.1 The lands designated Urban Corridor along Mayfield Road, Centreville Creek and the central east-west corridor through the Secondary Plan Area will be developed with a mix of uses in a compact built form. Urban Corridors are intended to provide a range of activities that meet the needs of residents living

along Urban Corridors, as well as within the surrounding neighbourhoods. Higher intensity forms of residential, mixed- use and stand-alone commercial development will be focused along the Urban Corridors.

7.19.11.1.2.2 The planning objectives for the Urban Corridor designation are as follows:

- a) facilitate mid-rise forms of development that can allow for more affordable housing, support commercial uses and create opportunities for residents to age in place;
- b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, providing the community access to daily needs within a convenient walking or cycling trip;
- c) establish a quality built form that will provide for attractive neighbourhood streetscapes that contribute to neighbourhood vibrancy, character and identity;
- d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and
- e) create street environments that prioritize pedestrians, cyclists and transit users.

7.19.11.1.2.3 Permitted Uses are:

- a) A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted.
- b) Ground-related medium density residential uses are permitted to be located throughout the Urban Corridor upon discussion and approval of the Town staff. High-density residential uses are encouraged to be located close to the street and at major intersections along the Urban Corridor.
- c) Places of worship.
- d) For stand-alone commercial buildings, surface parking is permitted provided it is located to the rear or side of buildings with the commercial buildings oriented to the street on or close to the street line.

7.19.11.1.2.4 Development Policies

- a) The planned built form characteristics for this designation encourage the development of a wide variety of building forms, generally mid-rise in height, but with higher buildings depending on location. All buildings are intended to have a strong street presence. On this basis, below are the design and built form criteria that will be applied in the Urban Corridors:

- i. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.
- ii. The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.
- iii. Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods.
- iv. The development of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.
- v. Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas.
- vi. A strong landscaped street edge treatment should be provided.
- vii. To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.
- viii. Given the potentially large-scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.
- ix. Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.
- x. High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
- xi. Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors.
- xii. Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways and other elements that enhance the pedestrian environment.

7.19.11.1.3 Neighbourhood Area

7.19.11.1.3.1 The Neighbourhood Area designation applies to the majority of the Secondary Plan Area and is intended to accommodate a wide range of ground related housing types and densities, alongside schools, parks and other institutional uses needed to support the development of a complete community.

7.19.11.1.3.2 The planning objectives for the Neighbourhood Area designation are as follows:

- a) provide for new housing opportunities to meet the Town's projected housing needs;
- b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;
- c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,
- d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.

7.19.11.1.3.3 Permitted Uses are:

- a) a full range of ground-related housing including single detached dwellings, semi-detached dwellings, street and laneway townhouses, back-to-back townhouses, multiplexes and low-rise apartments.
- b) long term care homes and retirement homes;
- c) public service facilities that are integral to a neighbourhood including but not limited to day cares, libraries, schools, community centres and public recreation facilities;
- d) neighbourhood-scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites; and
- e) places of worship are encouraged to be located within the Urban Corridor designation and will not be permitted in the Neighbourhood Area designation.

7.19.11.1.3.4 Development Policies

- a) Streets within Neighbourhood Areas will be designed and laid out based on a

- modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns. Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features.
- b) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.
 - c) Buildings in low-rise areas will generally not exceed three storeys in height. However, buildings as high as six storeys may be permitted on mixed-use sites.
 - d) Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.
 - e) Transit-oriented forms of development and transit-supportive public space design will be of a high priority for development on sites located on arterial roads within Neighbourhood Areas.
 - f) The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon. Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System, will be planned to help encourage active transportation as a viable means of both recreation and transportation.
 - g) A comprehensive and integrated continuous trail network be established in each Neighbourhood Area, in order to contribute to the establishment of walkable, bicycle-friendly and active neighbourhood.
 - h) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided.
 - i) Collector roads, shown conceptually on Schedule U, are required to have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists.
 - j) Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard

landscaping, while eliminating the need for front yard driveways.

- k) The primary façade of all buildings in Neighbourhood Areas will relate directly to the street and be sited generally parallel to it, creating a well- balanced, human-scale street and building relationship, which encourages pedestrian activity.
- l) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative façade treatments, roof line, emphasis, building projections, materials, colours and certain architectural styles.
- m) The development of pedestrian-oriented focal points that are walkable from nearby areas is required. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces

7.19.12 Implementation

7.19.12.1 Schedules

- 7.19.12.1.1 The land uses shown on Schedule U are schematic and may be refined to the satisfaction of the Town, in consultation with the Region of Peel and the Toronto and Region Conservation Authority, as appropriate, through the draft plan of subdivision or site plan approval processes, taking into account such matters as the protection of natural features and areas, the conservation of cultural heritage resources, stormwater management requirements, the provision of full urban services, detailed land use relationships and street patterns.
- 7.19.12.1.2 Minor adjustments to land use designation boundaries and street patterns shown on Schedule U will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 7.19.12.1.3 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule U may be permitted through the draft plan of subdivision process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.19.12.2 Draft Plans of Subdivision and Zoning By-law Amendments

- 7.19.12.2.1 Technical studies and submission materials required in support of implementing draft plans of subdivision and Zoning By-law Amendments will be prepared in accordance with Chapter 6.2.1.6, Complete Application Requirements.
- 7.19.12.2.2 Prior to the approval of the first draft plan of subdivision, draft plan of condominium or site plan approval, the following reports, studies and plans will be completed to the satisfaction of the Town, Region of Peel, and Toronto and Region Conservation Authority:
- a) Local Subwatershed Study, or equivalent;
 - b) Comprehensive Servicing and Stormwater Management Study (CSSS);
 - c) Community Design Guidelines;
 - d) Community-Wide Transportation Study;
 - e) Community-wide Development Staging and Sequencing Plan;
 - f) Stage 2 (minimum) Archaeological Assessment;
 - g) Climate Change Adaption Plan;
 - h) Cultural Heritage Impact Assessment; and,
 - i) Fiscal Impact Study.
- 7.19.12.2.3 Development in the Secondary Plan will be consistent with the recommended mitigation measures contained in the reports, studies, and plans listed in policy 7.19.12.2.2 above.
- 7.19.12.2.4 Non-participating landowners will be required to complete site-specific studies where lands have not been investigated through the studies listed in policy 7.19.12.2.2 above.
- 7.19.12.2.5 At any time throughout the development application process, new supporting studies may be required to support development, and any approval will be based on the latest reports and studies.
- 7.19.12.2.6 Prior to the registration of each draft plan of subdivision:
- a) All requirements of the Town, Region of Peel, and Toronto and Region Conservation Authority, including technical and/or supporting studies, will be satisfied; and,
 - b) Utility providers and school boards will confirm that appropriate facilities and services can be accommodated.

7.19.12.3 **Parkland Requirement**

7.19.12.3.1 The Wildfield Village Landowners Group will enter into a Master Parks Agreement prepared with the Town and will be calculated on a collective basis for the subject lands, pursuant to s.51.1 of the Planning Act.

7.19.12.3.2 Parkland dedication will be calculated from the total land area at 5% of the total area of residential land or 1 hectare per 600 net residential units, whichever is higher, and/or 2% of the total area for land for commercial or industrial purposes.

7.19.12.3.3 Town Staff will be calculating Parkland Dedication requirements for all of the land within a development application, with a credit given to Natural Environment System lands.

7.19.12.4 **Phasing and Financial Responsibility**

7.19.12.4.1 Community-wide Development Staging and Sequencing Plans (DSSPs)

7.19.12.4.1.1 Prior to or concurrent with the first draft plan of subdivision, draft plan of condominium or site plan application in the Secondary plan area, a Community-wide DSSP for will be approved by the Town and the Region of Peel.

7.19.12.4.1.2 The Applicant will prepare and update the Community-wide DSSP for submission with plans of subdivision, to the satisfaction of the Town staff and the Region of Peel. The DSSP will establish phases of development of the lands and will provide for the staging of construction of public infrastructure and services in relation to phases of development, if applicable. The phasing plan will take into account the responsibility for construction of the public infrastructure and services and will be considered by the Town in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.

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

7.19.12.4.1.4 Through development applications within the Secondary Plan Area, applicants will provide an updated Community-wide DSSP describing the staging and sequencing of the following components required for development to occur in the Secondary 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) Natural Environment Features and Areas;
- f) fire station and emergency services; and,
- g) the provision for affordable housing.

- 7.19.12.4.1.5 All new development within the Secondary Plan Area will proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, including potential interim servicing strategies to the satisfaction of the Region of Peel.
- 7.19.12.4.1.6 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.
- 7.19.12.4.1.7 Approval of development applications will be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works will be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Town.
- 7.19.12.4.1.8 Approval of development applications will also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works will be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Town.
- 7.19.12.4.1.9 Community-wide DSSPs may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule U of this Plan, are required as necessary, as development progresses throughout the Secondary Plan Area.
- 7.19.12.4.1.10 Community-wide DSSPs will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule U will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- 7.19.12.4.1.11 Community-wide DSSPs, 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.

- 7.19.12.4.1.12 Community-wide DSSPs will provide a breakdown of the estimated range and mix of residential homes, net density and associated population yield for the Phasing Area. Minor adjustments to the number of residential homes will be permitted without the need for an amendment to the approved Community-wide DSSP.
- 7.19.12.4.2 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)
- 7.19.12.4.2.1 A Plan Area Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Secondary Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Secondary Plan Area. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, save and except for the Priority Residential Community area, applicants/landowners will 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.
- 7.19.12.4.2.2 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 will require the Secondary 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 Secondary Plan Area Landowners' Cost Sharing Group.
- 7.19.12.4.3 Land Acquisition and Dedication
- 7.19.12.4.3.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Secondary Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.19.12.4.3.2 The Town will require 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, Toronto and Region Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.
- 7.19.12.4.4 Finance and Agreements
- 7.19.12.4.4.1 Prior to approval of the first plan of subdivision or site plan in the Secondary Plan Area, landowners may be required to enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services, associated with the Fiscal Impact Study.

7.19.12.4.4.2 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 Secondary Plan Area in an orderly, timely and cost effective manner.

7.19.12.5 **Site Specific Policies**

7.19.12.5.1 Priority Residential Community Area

7.19.12.5.1.1 In order to inform the design of the draft plan of subdivision for the Priority Residential Community Area on Schedule U, and to ensure that appropriate block sizes and right of way widths are established for future municipal facilities and infrastructure such as stormwater management facilities, parks, and roads, studies and reports will be required to the satisfaction of the Town, prior to draft plan approval.

7.19.12.5.1.2 Notwithstanding the above, the reports, studies, and plans listed within Policy 7.19.12.2.2 are required to be completed prior to final registration of the subdivision and may result in required redlines to the approved draft plan.

ATTACHMENT 2

Wildfield Village Secondary Plan Schedule

