

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2026-012

A by-law to adopt Official Plan Number 9 to Future
Caledon Official Plan (Mount Hope West
Secondary Plan) (File POPA 2025-0004)

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

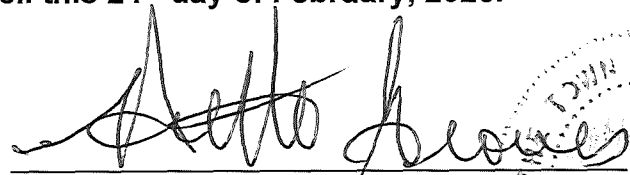
WHEREAS upon approval of the Future Caledon Official Plan, it is deemed necessary to adopt an amendment to the Future Caledon Official Plan to update policies and establish a secondary plan for certain lands within the new urban area;

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

1. This Official Plan Amendment to the Future Caledon Official applies to the lands identified in **Schedule "A"** to this by-law.
2. Official Plan Amendment 9 to the Future Caledon Official Plan, as identified as **Schedule "B"** to this by-law, is hereby adopted.
3. 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1990, c.P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

This by-law shall come into full force and effect on the day of its passing.

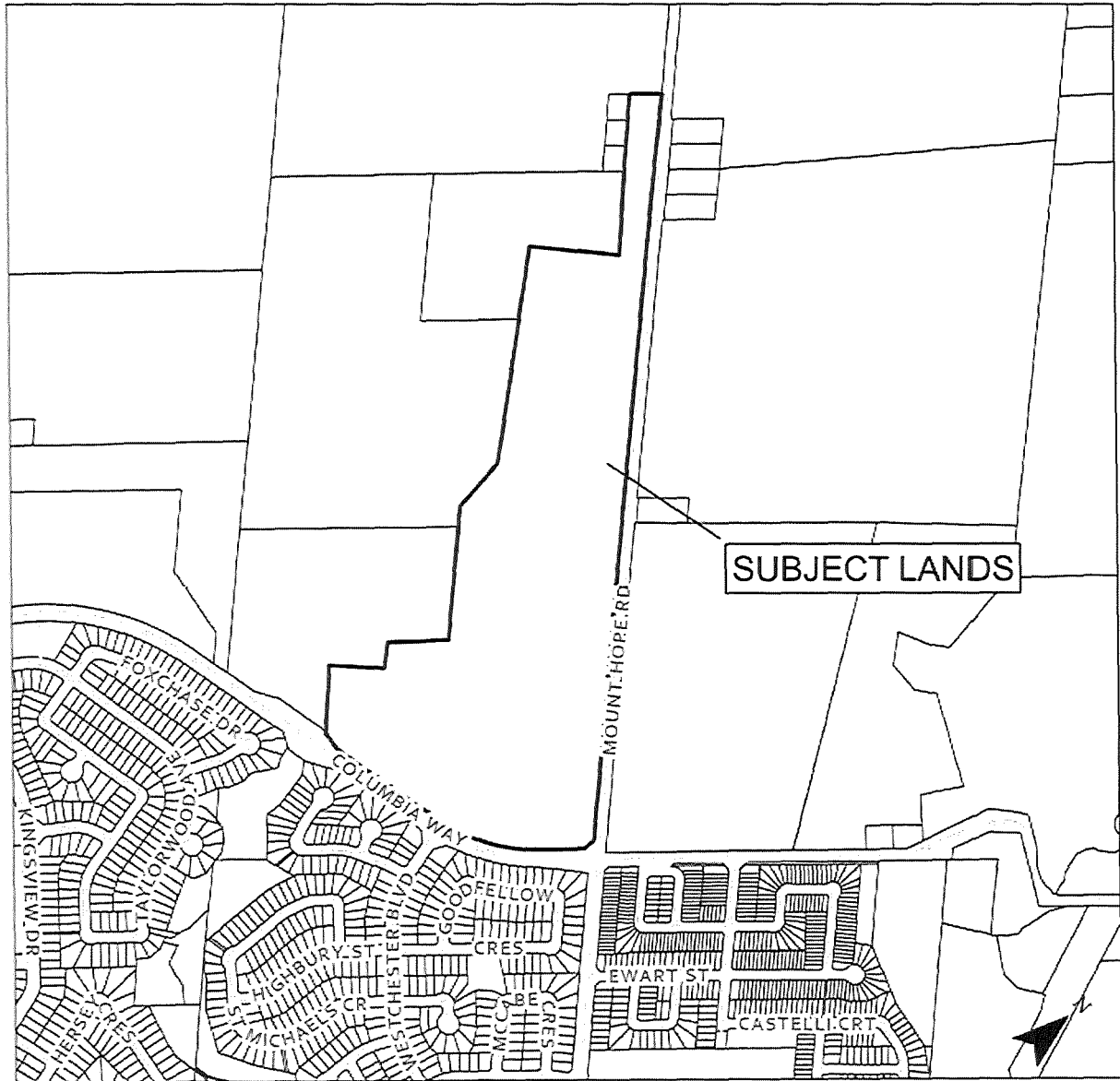
Enacted by the Town of Caledon Council this 24th day of February, 2026.


Annette Groves, Mayor


Kevin Klingenberg, Municipal Clerk



Schedule "A" to By-law 2026-012
Subject Lands – Official Plan Amendment Number 9



Schedule “B” to By-law 2026-012
Official Plan Amendment Number 9 to the Future Caledon Official Plan

Constitutional Statement

Part A – The Preamble – does not constitute part of this amendment

The details of the Amendment, as contained in Part B – The Amendment, constitute Amendment Number 9 to the Future Caledon Official Plan.

The Amendment conforms to the Future 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 to 2051.

The lands subject to the Amendment are contiguous to the built-out and developed Bolton area to the south, representing a logical extension of urban development in the area.. The Mount Hope West Secondary Plan area is within Phase 1 of the Town's Growth Management and Phasing Plan assisting to achieve the growth targets within the 2026-2036 timeframe.

**Attachment 1
to the Future Caledon Official Plan
Mount Hope West Secondary Plan Text**

38. MOUNT HOPE WEST SECONDARY PLAN

38.1 Introduction

38.1.1 Purpose

The Mount Hope West Secondary Plan (Secondary Plan) establishes a detailed planning framework to facilitate the *development* of a new residential community. The Secondary Plan will govern the *development* and *redevelopment* of lands in the Secondary Plan Area as shown on Schedule H38a – Mount Hope West Community Structure and Land Use.

Mount Hope West is being planned as part of the New Community Area, accommodating growth to 2051. The Secondary Plan Area has been designed as a new residential community, accommodating a range of housing options alongside a mix of commercial and community uses. Mount Hope West 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.

38.1.2 Location

As illustrated on Schedule H38a, the Mount Hope West Secondary Plan Area is generally located west of Mount Hope Road, north of Columbia Way, and are surrounded by lands within the Greenbelt to the west and north.

In addition to the policies in Parts A through G of this Official Plan, the policies of this chapter apply specifically to the Mount Hope West Secondary Plan Area as identified on Schedule H38a.

38.1.3 Vision

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

38.2 Managing Growth and Change

38.2.1 Community Structure

38.2.1.1 The community structure of the Secondary Plan is based on Schedule B1, Town Structure, and Figure F2, Preliminary Community Structure, which provides a comprehensive foundation for secondary planning and development in the Urban System. In conformity with the Town Structure, the structural elements within the Secondary Plan include:

- a) A parkette located central to the Secondary Plan Area, providing a focal point for the community;
- b) A conceptual road network which is envisioned to connect the established community to south to the future Secondary Plan Area to the east;
- 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, as well as commercial uses, alongside parks, and stormwater infrastructure to support the development of a new residential community; and,
- d) Natural Features and Areas to be protected and, where possible, restored and enhanced.

38.2.2 Growth Management

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

38.2.2.2 The Secondary Plan Area is planned to generate approximately 900 new residential units with a population of 2,800 by 2051.

38.2.2.3 The Secondary Plan Area is planned to generate approximately 130 new jobs in the commercial use within the Neighbourhood Areas.

38.2.2.4 The Mount Hope West Secondary Plan Area is planned to achieve a density target of 98 people and jobs per hectare. The Town and the Region of Peel will ensure compliance with the population and employment targets.

38.2.3 Housing

38.2.3.1 In accordance with Chapter 9, Housing, of the Official Plan, Mount Hope West is planned to comprise a range and mix of housing types, heights, densities

38.2.5 Non-residential Employment-generating Uses

38.2.5.1 Community Area

- 38.2.5.1.1 Within the Secondary Plan, permitted uses will include those in accordance with Section 22.7.2 of the Official Plan.
- 38.2.5.1.2 Lands designated Neighbourhood Area are to provide service and commercial uses that support the local area.
- 38.2.5.1.3 Retail and commercial developments should incorporate urban design strategies such as multi-story configurations, minimal setbacks, and structured or underground parking to maximize land use and support future intensification.
- 38.2.5.1.4 Buildings along Columbia Way should feature active frontages to create a pedestrian-friendly streetscape. Blank walls facing the public realm are discouraged, and ground-floor uses should be designed to activate the space, minimizing residential uses on the ground floor.
- 38.2.5.1.5 Loading areas should be located behind or within buildings and screened from public view with design elements that align with the building's aesthetic. Shared loading spaces should be considered for developments with multiple small businesses

General Policies

38.3 Climate Change

- 38.3.1 Energy and Climate Change Mitigation
- 38.3.2 Climate change will be mitigated through the reduction of greenhouse gas (GHG) emissions from buildings, transportation and solid waste and other appropriate measures to achieve requirements of the Ontario Building Code.
- 38.3.3 New development will advance the recommendations outlined in the Mount Hope West Secondary Plan Area Community Energy and Emissions Reduction Plan and may include measures such as:
 - 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

harvesting and recirculation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.

38.3.8 Climate Adaptation

38.3.8.1 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.

38.3.8.2 The applicant shall submit a Climate Adaptation Plan and should advance the recommendations to improve climate resilience at each development stage. This will include, at minimum:

- 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.

38.3.9 Green Development Standards

38.3.9.1 All new development will implement metrics and achieve the performance targets outlined in the Town's Green Development

- 38.5.1 Design of the public and private realm, including streetscapes, parks, built form and site planning, in the Secondary Plan Area will be in accordance with Chapter 7, Design, and Section 27.3, Implementing Design Excellence, and guided by the Secondary Plan Community Design Guidelines, subject to the policies in this Plan.
- 38.5.2 Development will occur in accordance with the 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 Mount Hope West Secondary Plan.
- 38.5.3 Notwithstanding Section 7.2.5 of the Official Plan, window streets and rear lotting are discouraged where possible, unless there is a significant grade difference or topographic constraints.
- 38.5.4 Where rear lotting is permitted, enhanced landscape buffering, privacy treatments, fencing, pedestrian lighting and/or upgraded rear building elevations are required to mitigate visual and functional impacts and ensure a safe and comfortable pedestrian environment.
- 38.5.5 Residential block lengths should be limited to 200 metres with appropriate mid-block connections and vista blocks to promote permeability and walkability within the community.

38.6 Health Assessment

- 38.6.1 All *development* applications in the Secondary Plan shall require, as part of a complete application, the completion of a Health Assessment as described in the Region of Peel Official Plan. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, to the satisfaction of the Region of Peel.
- 38.6.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

38.7 Transportation and Mobility

- 38.7.1 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

- 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., Mount Hope Road, Columbia Way), 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 Transportation Impact Study to ensure consistency in transportation planning across the Secondary Plan Area.

38.7.5 Roads

38.7.5.1 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.

38.7.5.2 Schedule H38a illustrates a conceptual road network including a centralized road extending into the Secondary Plan Area from the existing established neighbourhood to the south.

38.7.5.3 Other implementation and design details with respect to the conceptual road network in the Secondary Plan Area, as may be suggested by the final Transportation Impact Study, the respective municipal class environmental assessments if necessary and Community Design Guidelines, will be considered in the preparation of the Draft Plan of Subdivision.

38.7.5.4 Minor adjustments to the location of the conceptual local road network as shown on Schedule H38a will be permitted without requiring an amendment to this Plan, provided the goals and objectives of the Secondary Plan are maintained.

38.7.5.5 Prior to the registration of a Plan of Subdivision, the construction of required roads and related improvements identified in the Transportation Impact Study

these reduced daylight triangles. This shall be determined prior to any draft plan approval.

38.7.6.4 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.

38.7.7 Public Transit

38.7.7.1 In accordance with Schedule C1 of the Official Plan and any future public transit network developed by the Town, the roads bordering the Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.

38.7.7.2 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 safely accommodate transit vehicles;
- c) related pedestrian and/or cycling routes that provide direct access to transit routes and stops; and,
- d) adequate property to accommodate transit infrastructure and related appurtenances.

38.7.8 Pedestrian and Cycling Network

38.7.8.1 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.

38.7.8.2 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;

- 38.7.10.2 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.
- 38.7.10.3 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.
- 38.7.10.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.
- 38.7.11 Electric Vehicle Infrastructure
- 38.7.11.1 Electric vehicle-ready parking spaces is encouraged as set out by the Town of Caledon Green Development Standards.
- 38.7.11.2 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.
- 38.7.12 Transportation Demand Management
- 38.7.12.1 The Transportation Impact Study will include the overall Transportation Demand Management strategy for the Secondary Plan. A Transportation Demand Management Plan will be required through the approval of site plan applications, outlining strategies, incentives, programs, and infrastructure that will reduce dependency on single passenger automobile trips.
- 38.7.12.2 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.
- 38.7.12.3 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.

38.8 Infrastructure

38.8.1 Functional Servicing Report and Stormwater Management Study

- 38.8.1.1 A Functional Servicing and Stormwater Management Report (FSRSWM) will be completed to the satisfaction of the Town and other applicable agencies,

38.8.3.6 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 Mount Hope West Local Subwatershed Study, the applicable FSRSWM, Town of Caledon Engineering Standards, and the Toronto and Region Conservation Authority's Stormwater Management Criteria:

- a) Detailed Stormwater Management Report and Plan(s);
- b) Erosion and Sediment Control Plan(s);
- c) Servicing Plan(s);
- d) Grading Plan(s);
- e) Geotechnical Report(s);
- f) Hydrogeological Report(s); and,
- g) other technical reports as deemed necessary.

38.8.3.7 The Stormwater Management Report and Plan, as outlined in Policy 38.8.3.6a) 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.

38.8.3.8 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.

38.8.3.9 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

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.

- 38.8.3.13 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.
- 38.8.3.14 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 the Toronto and Region Conservation Authority, as necessary.
- 38.8.3.15 Development may proceed using interim stormwater management solutions, subject to the satisfaction of Town and the Toronto and Region Conservation Authority, 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.
- 38.8.3.16 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.
- 38.8.3.17 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.

- 38.8.5.3 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.
- 38.8.5.4 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.
- 38.8.5.5 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 38.8.5.6 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.
- 38.8.5.7 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.
- 38.8.5.8 Road Noise Impacts
- 38.8.5.8.1 Development applications in the Plan Area which are likely to be adversely affected by excessive roadway noise levels will be required to complete an environmental noise and vibration impact analysis.
- 38.8.5.9 Stationary Noise Impacts
- 38.8.5.9.1 From a noise perspective, 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.
- 38.8.5.9.2 To the greatest extent practical, the design the non-residential developments in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels compliant with adjacent

- 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.
- 38.9.2.2 Illumination of parking, park, or other adjacent facilities will be directed away from the Natural Environment System.
- 38.9.3 Natural Features and Areas
- 38.9.3.1 Lands designated Natural Features and Areas are shown conceptually on Schedule H38a.
- 38.9.3.2 Schedule H38a – Natural Features and Areas conceptually delineates the Natural Heritage Features, and Buffers.
- 38.9.3.3 Compensation Areas and Enhancement Areas will be provided within the Secondary Plan or on adjacent lands in accordance with the approved Local Subwatershed Study to the satisfaction of the Town and the Toronto and Region Conservation Authority.
- 38.9.3.4 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.
- 38.9.3.5 The Natural Features and Areas designation boundaries shown conceptually on Schedule H38a 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.
- 38.9.3.6 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

a single centralized Parkette. The development of parks within the Secondary Plan Area will be in accordance with Chapter 14, Parks and Open Space.

38.10.1.2 The proposed location of the park in the Secondary Plan Area has been shown to illustrate an appropriate and walkable distribution to serve all residential areas of the plan.

38.10.1.3 Minor adjustments to the location and size of the new park 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.

38.10.2 Parkette

38.10.2.1.1 A Parkette is centrally located within the Neighbourhood Area. Development of a Parkette be in accordance with Policy 14.5.2 of the Official Plan and the Mount Hope West Community Design Guidelines.

Urban System Land Uses

38.11 Community Area Land Use Designations and Policies

38.11.1 Neighbourhood Area

- a) The Neighbourhood Area designation applies to the majority of the Secondary Plan Area and is intended to accommodate a wide range of ground related housing types and densities, parks and other institutional uses needed to support the development of a complete community.
- b) The lands designated Neighbourhood Area will be developed generally in accordance with Section 22.7, Neighbourhood Area Designation, except as modified by the following policy:
 - i) Permitted residential uses include a full range of ground-related housing including single detached dwellings, semi-detached

this Secondary Plan provided the intent of the Plan is maintained.

38.13 Draft Plans of Subdivision and Zoning By-law Amendments

38.13.1 Technical studies and submission materials required in support of implementing draft plans of subdivision and Zoning By-law Amendments will be prepared in accordance with Chapter 27, Development Application Requirements.

38.13.2 Prior to the registration of the first draft plan of subdivision, draft plan of condominium or approval of site plan approval, the following reports, studies and plans will be completed to the satisfaction of the Town, Region of Peel, and Toronto and Region Conservation Authority:

- a) Local Subwatershed Study, or equivalent;
- b) Functional Servicing and Stormwater Management Report (FSRSWM);
- c) Community Design Guidelines;
- d) Architectural Control Guidelines (as applicable);
- e) Transportation Impact Study;
- f) Stage 2 (minimum) Archaeological Assessment;
- g) Climate Change Adaption Plan;
- h) Cultural Heritage Impact Assessment; and,
- i) Fiscal Impact Study.

38.13.3 *Development* in the Secondary Plan Area will be consistent with the recommended mitigation measures contained in the reports, studies, and plans listed in policy 38.13.2 above.

38.13.4 Non-participating landowners will be required to complete site-specific studies where lands have not been investigated through the studies listed in policy 38.13.2 above.

38.13.5 At any time throughout the *development* application process, new supporting studies may be required to support *development*, or may be removed if deemed unnecessary, and any approval will be based on the latest reports and studies.

38.13.6 Prior to the registration of each draft plan of subdivision:

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.

38.15.5 Approval of development applications will also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works will be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Town.

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

38.15.7 Land Acquisition and Dedication

38.15.7.1 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.

38.15.7.2 The Town requires a Phase I Environmental Site Assessment (ESA) for any lands to be conveyed for municipal roads, stormwater management facilities, parkland, open space,. If the Phase I ESA recommends further investigation, the Owner must complete a Phase II ESA and provide a Record of Site Condition for all conveyance lands if required by the Phase II ESA. Environmental clearance is the Owner's responsibility and must follow the assessment requirements established by the Province of Ontario.

38.15.8 Finance and Agreements

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

38.15.8.2 The Town, the Region of Peel and/or other government agency may

**FUTURE
CALEDON**

Chapter 38: Mount Hope West
Secondary Plan





**Attachment 2 to the Town of Caledon Official Plan
Mount Hope West Secondary Plan Schedule**



TOWN OF CALEDON
OFFICIAL PLAN

Schedule H38a

Mount Hope West
Community Structure
and Land Use

-  Existing Bolton Secondary Planning Area
-  Urban Area Boundary
-  Mount Hope West Secondary Plan Boundary
-  Conceptual Road (23.5m)
-  Active Transportation - Trail System
-  Existing Cycling Routes
-  Proposed Cycling Routes
- Land Use**
-  Neighbourhood Area
-  Natural Features and Areas
-  Neighbourhood Park
-  Commercial
-  Stormwater Pond



Date of print: 2/11/2026
Sources: Town of Caledon, Regional Municipality of Peel
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January 2026

This map forms part of the Future Caledon Official Plan of the Town of Caledon and must be read in conjunction with the text, other schedules and secondary plans. The boundaries/alignments of designations on this schedule are approximate and are not intended to be scaled.

