Town of Caledon

Official Plan

Consolidated in February 2026

Notes

1. The Future Caledon Official Plan has replaced the majority of the 1978 Town of Caledon Official Plan as noted in Policy 1.2.1 of Future Caledon.
2. This office consolidation contains only the text and mapping applicable to lands still subject to the 1978 Town of Caledon Official Plan, as amended to February 2026. As noted in the table of contents, certain sections, schedules and figures have been deleted.
3. Refer to Table 1, February 2026 Consolidation Table, on the following pages tor details on the official plan amendments (OPAs) approved since the last office consolidation and not superseded by Future Caledon.
4. If there are differences between this office consolidation and the final approvals of the respective OPAs, please refer to the original approved decision.
5. To report a problem, please call (905)-584-2272 extension 4232, or email planning@caledon.ca

Policy and Strategic Planning Division
Planning and Development Department
Town of Caledon
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Caledon East, ON
L7C 1J6

Table 1 February 2026 Consolidation Table					
OPA #	**Applicable OP Section**	**Purpose of Amendment**	**Effective Date**	**Approved By**	**Consolidation Date**
277	Section 7.8.1.2, Section 7.8.14, Section 5.1.1.15.11 Schedule A, Schedule A1, Schedule F, Schedule J Schedule K, Schedule L, Schedule N, Schedule O Schedule S, Figure 1, Appendix 1, Appendix 2, Appendix 3	To permit Prestige Industrial uses on the subject properties in order to facilitate the construction of an Industrial Business Park.	May 27, 2024	Council	February 2026
278	Section 7.2.5.4.4 Schedule C-2	Redesignate lands from Environmental Policy Area and Low Density Residential to Medium Density Residential and Environmental Policy Area.	June 24, 2024	Council	February 2026
279	Section 7.12.25 Schedule A, Schedule A1, Schedule B, Schedule F Schedule J, Schedule K, Schedule L, Schedule N, Schedule O, Schedule S, Figure 1, Figure 19, Appendix 1, Appendix 2, Appendix 3	To expand the Mayfield West Rural Service Centre to include the lands in the Settlement Boundary 2031, with policy amendments to the Secondary Plan, designate lands for General Industrial and Environmental Policy Area purposes, and include site-specific policies to govern the development of lands within this area.	January 7, 2025	Council	February 2026
280	Section 7.16 Schedule A, Schedule A1, Schedule C, Schedule C-8, Schedule C-8A, Schedule C-8B, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S,	To expand the Bolton Rural Service Centre boundary to add the Caledon Station Secondary Plan Area and replace the 'Prime Agricultural Area' designation within this area and provide the policy framework and land use designations within the Caledon Station Secondary Plan to guide development of lands.	January 27, 2025	OLT	February 2026
281	Section 7.14 Schedule A, Schedule A1, Schedule B, Schedule B-2, Schedule F, Schedule J, Schedule K, Schedule L, Schedule O, Figure 1, Figure 19, Figure 21, Appendix 1, Appendix 2, Appendix 3	To extend land use designations and policies for the lands bounded by Chinguacousy Road to the west, Old School Road to the north, Hurontario Street to the east from the existing Mayfield West Phase 2 Secondary Plan boundary to the south. The Amendment amends Section 7.14 Mayfield West Phase 2 Secondary Plan of the Town of Caledon Official Plan to include the lands as part of the	December 27, 2024	Council	February 2026

Table 1 February 2026 Consolidation Table					
OPA #	**Applicable OP Section**	**Purpose of Amendment**	**Effective Date**	**Approved By**	**Consolidation Date**
		Secondary Plan and to apply land use designations and policies consistent with those established within the existing Mayfield West Phase 2 Secondary Plan.			
282	Section 5.10.4.5.2.11 Schedule C	Establish site-specific policies to permit high density residential uses on the subject lands in order to facilitate the construction of a residential apartment building.	March 26, 2025	Council	February 2026
283	Section 7.17 Schedule A, Schedule A1, Schedule B, Schedule B-3, Schedule F, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S, Figure 1, Figure 19, Figure 21, Appendix 1, Appendix 2, Appendix 3	To expand the Mayfield West community to include Mayfield West Phase 3, Stage 1 lands to establish goals, objectives and policies to govern the development and redevelopment of this land.	March 14, 2025	OLT	February 2026
284	Section 7.12.2 Schedule A, Schedule A1, Schedule B, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S, Figure 1, Figure 19, Appendix 1, Appendix 2, Appendix 3	To permit Prestige Industrial uses on the property in order to facilitate the construction of development with employment and industrial uses.	December 3, 2024	OLT	February 2026
288	Section 6.7, Section 5.10.3.15, Section 3.5.3.10, Section 3.5.3.10.1, Section 3.5.3.10.2, Section 3.5.3.10.3, Section 3.5.10.4, Section 3.5.10.6, Section 3.5.10.7, Section 3.5.3.13, Section 3.5.3.13.1, Section 6.2.13.3, Section 6.2.13.3.1, Section 3.5.3.13, Section 4.2.2.3.4, Section 5.3.2.1, Section 5.10.3.24, Section 7.1.3.6, Section 7.10.3.10.1, Section 7.10.3.10.2	To modify the 1978 Town of Caledon Official Plan to establish updated policies for additional residential units and multiplexes.	November 25, 2025	Council	February 2026

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ACRONYMS

AIA	Agricultural Impact Assessment
ANSI	Area of Natural and Scientific Interest
BAR	Bolton Arterial Roads
BIA	Business Improvement Area
CEAC	Caledon Environmental Advisory Committee
CHIS	Cultural Heritage Impact Statement
CHPMARA	Caledon High Potential Mineral Aggregate Resource Area
CN	Canadian National
CP	Canadian Pacific Rail
CPTED	Crime Prevention Through Environmental Design
CVC	Credit Valley Conservation
DSTM	Department Store Type Merchandise
EBS	Environmental Background Study
EHS	East of Hurontario Street (Hwy. 10)
EIS	Environmental Impact Study
EPA	Environmental Policy Area
ESA	Environmentally Significant Area
ESR	Environmental Study Report
EZ	Environmental Zone
GAFO	General Merchandise, Apparel, Furniture and Other Retail Stores
GIS	Geographic Information System
GTA	Greater Toronto Area
HPMARA	High Potential Mineral Aggregate Resource Area
HSF	Hydrologically Sensitive Feature
KHF	Key Hydrologic Feature
KNHF	Key Natural Heritage Feature
LACAC	Local Architectural Conservation Advisory Committee
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LSPP	Lake Simcoe Protection Plan
MAI	Minimum Area of Influence
MESP	Master Environmental and Servicing Plan
MNR	Ministry of Natural Resources
MOE	Ministry of the Environment
MP	Management Plans
MVPZ	Minimum Vegetation Protection Zone
NAICS	North American Industrial Classification System
NEC	Niagara Escarpment Commission
NEP	Niagara Escarpment Plan
NFSR	Non-food retail Stores (Statistics Canada)
NHS	Natural Heritage System
OPA	Official Plan Amendment
OPP	Ontario Provincial Police
ORMCP	Oak Ridges Moraine Conservation Plan
ORMCPA	Oak Ridges Moraine Conservation Plan Area
OSPA	Open Space Policy Area
OWES	Ontario Wetland Evaluation System
PPS	Provincial Policy Statement
ROPA	Regional Official Plan Amendment
RSO	Revised Statute of Ontario
SPA	Special Policy Area
TDM	Transportation Demand Management
TDM	Traffic Demand Measures
TMA	Transportation Management Association
TSM	Transportation System Management
TRCA	Toronto and Region Conservation Authority
UPA	Units Per Acre
UPH	Units Per Hectare
UTM	Universal Trans Mercator
VPZ	Vegetation Protection Zones
WHPA	Wellhead Protection Area
WHS	West of Hurontario Street (Hwy. 10)

1.0 INTRODUCTION

1.1 GEOGRAPHIC CONTEXT OF CALEDON

The Town of Caledon is a geographically diverse municipality covering over 700 square kilometres. Located north-west of Toronto, the Town exhibits the characteristics of a distinct rural area under increasing pressure from the expanding urban area. The Town is the most northerly of the three area municipalities constituting the Regional Municipality of Peel and comprises 55% of the total land area in the Region. (Refer to Location Map)

Caledon plays a vital stewardship role relative to a number of significant geographic, geological and cultural landforms in both a local as well as a broader regional context. Large parts of the Oak Ridges Moraine which serves a vital groundwater recharge function for much of the Greater Toronto Area and beyond, the Peel Plain which consists primarily of high capability agricultural lands, and parts of the Niagara Escarpment which has been designated a World Biosphere Reserve by the United Nations, are contained in the Municipality. Two major river systems, the Credit and the Humber, and their many tributaries traverse the landscape. These and other geographic features form the basis on which the socio-economic fabric of the Town of Caledon has evolved. They are also the focal point of environmental conservation, protection and management of resources for both the Town of Caledon and areas beyond the municipal boundaries.

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Caledon's extensive protected natural heritage systems perform a vital role within the Region of Peel and the Greater Toronto Area with respect to climate change mitigation and adaptation, acting as a major carbon sink and moderating extremes in rainfall events and temperatures.

1.2 HISTORICAL BACKGROUND

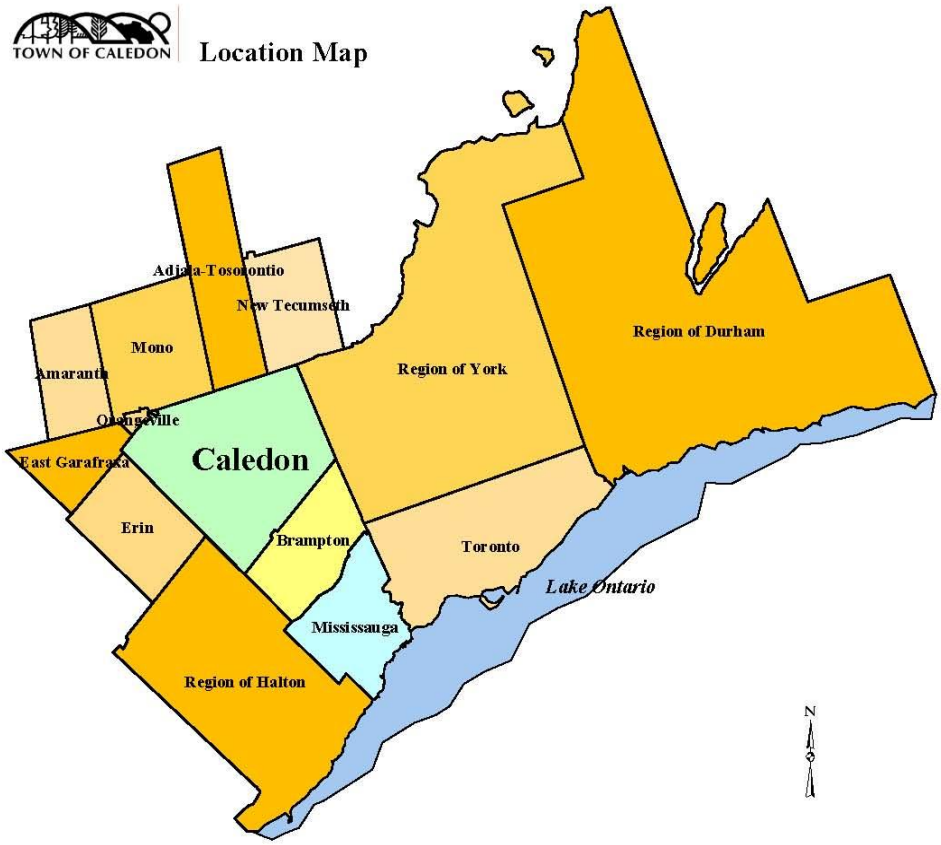
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The Caledon area has been inhabited for thousands of years, initially by First Nations who followed the wildlife they hunted for survival and then by settlers who began to arrive after the land was surveyed in 1818-1819.

Most of the first settlers farmed the land. Subsequently, many of the settlement areas were established to service the agricultural population. Proximity to water power as well as to railways, the growth of Toronto, and improved road connections were all factors in the growth and subsequent decline of some of these settlements in Caledon. These historical settlements form the basis of the settlement areas which exist within the Town of Caledon today, and represent a heritage resource unique in the region, worthy of protection.

The Corporation of the Town of Caledon was created by Provincial statute (the *Regional Municipality of Peel Act*, *1973*) on January 1, 1974. The Town of Caledon was established by the amalgamation of the Townships of Albion, Caledon, and a portion of the Township of Chinguacousy, and

the Villages of Bolton and Caledon East. At the same time, the Police Villages of Alton, Caledon, Inglewood and Palgrave were dissolved. The first Official Plan for the Town was approved by the Minister of Housing in 1979.



1.3 PURPOSE AND SCOPE

1.3.1 This Official Plan is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

1.3.2 The Plan provides the detailed local basis upon which the Town and the Region will provide services within the municipality.

1.3.3 The Plan will provide a basis for preparing zoning and other by-laws which will implement the land use policies of the Plan.

1.3.4 The Plan will provide direction to Council, committees appointed by Council, Municipal Departments, and other boards and commissions having jurisdiction in the Town of Caledon, and will also serve as a guide to local citizens and businesses.

1.3.5 The policies of the Plan are designed to promote public input and involvement in the future of the Town and to maintain and enhance the quality of life for the residents of Caledon.

1.3.6 The area affected by the Plan includes all lands within the boundaries of the Town of Caledon.

1.4 BASIS OF THE PLAN

OPA226 The original Town of Caledon Official Plan came into effect in 1979. Since that time, the Plan has been systematically reviewed and amended in order to keep it current, reflect changing community needs and dynamics, address external influences, and to respond to new Regional and Provincial planning policies and legislation.

The first major review of the Official Plan was initiated in 1989. This review resulted in Official Plan Amendment (OPA) 114, which was approved by the Ontario Municipal Board in September 1997. OPA 114 established an overall growth management framework for the Town within a 2021 planning horizon. Among other things, this growth management framework established a hierarchy of settlement areas, reflecting the distinctive attributes and planned functions of Caledon's settlement areas. This hierarchy identified: Rural Service Centres; Villages; Hamlets; and Industrial Commercial Centres. Under the "tri-nodal" concept, the majority of Caledon's new growth was to be directed to three Rural Service Centres: Bolton; Caledon East; and Mayfield West. These three communities have full water and wastewater servicing which allows them to be planned as compact communities, with a full range of land uses, housing and economic development opportunities and to provide services to Caledon's urban and rural residents.

OPA 114 also identified the Villages of Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills and Palgrave as locations for a

moderate amount of growth to occur in order to maintain their vitality and provide a more limited range of services to the surrounding rural community, and called for the completion of Village Studies to guide growth within each of these communities. In addition, OPA 114 established three Industrial Commercial Centres: Tullamore; Sandhill; and Victoria, which were intended to serve a complementary role to the other settlements and provide, at a small-scale, a supportive function to the Rural Service Centres for industrial and commercial development. The Hamlets were other historic settlement areas in Caledon which were identified for only minor growth through infill and the development of vacant parcels.

Following the approval of OPA 114, a series of Secondary Plans were completed to implement the growth management strategy. Secondary Plans were completed for Bolton's Residential Policy Areas and the Bolton Core during and shortly after the approval of OPA 114. These were followed by the Inglewood Village Plan, OPA 155, in 1999, the Caledon East Secondary Plan, OPA 162, in 2000, the Tullamore Industrial/Commercial Secondary Plan, OPA 159, in 2001, Secondary Plans for Bolton's Industrial Policy Areas, OPA's 180 and 184 in 2003, the Snell's Hollow Secondary Plan, OPA 194 in 2005, Victoria Industrial Area Secondary Plan, OPA 202 in 2005, and most recently, the Mayfield West Phase 1 Secondary Plan, OPA 208, approved in 2006.

While the growth management strategy of OPA 114 was being implemented, the Town proceeded to systematically review other sections of the Official Plan. New Ecosystem Planning and Management and Open Space and Recreation policies were established through OPA 124, which was approved in two steps in 1997 and 2003. New Mineral Resources policies were developed on the basis of the Caledon Community Resources Study and instituted through OPA 161, approved in 2003. New Cultural Heritage Conservation policies were implemented through OPA 173, approved in 2004. The Town's Agricultural and Rural policies were comprehensively updated through OPA 179, which came into effect in 2009. Bolton's commercial policies were comprehensively reviewed through OPA 215, which came into effect in 2007.

In accordance with the *Oak Ridges Moraine Conservation Act, 2001*, the Town of Caledon adopted Official Plan Amendment 186 on October 6, 2003 to bring the Official Plan into conformity with the Oak Ridges Moraine Conservation Plan (Ontario Regulation 140/02). OPA 186 was approved by the Minister of Municipal Affairs and Housing on December 6, 2006, except for several policies that were subject to a "non-decision", and remain outstanding.

In 2005, a review of the Town's population and employment forecasts was initiated. This review, originally undertaken to address local growth issues in Bolton resulted in the development of Town-wide forecasts and distributions that were incorporated into draft Official Plan Amendment

203. Draft OPA 203 also extended the Town's population and employment forecasts to 2031. Draft OPA 203 was twice endorsed by Council, in August 2006 and November 2007, and Town staff was directed to use the forecasts for planning purposes.

While this work was ongoing, the Province of Ontario implemented a series of sweeping changes to the land use planning system in Ontario. These changes included:

1. The Provincial Policy Statement 2005 (PPS 2005), which came into effect on March 1, 2005;
2. Bill 135, the *Greenbelt Act*, which received Royal Assent on February 24, 2005 and the Greenbelt Plan, which took effect December 16, 2004;
3. Bill 51, the *Planning and Conservation Land Statute Law Amendment Act*, which received Royal Assent on October 19, 2006; and,
4. Bill 136, the *Places To Grow Act*, which received Royal Assent on June 13, 2005, and the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), which took effect on June 16, 2006.

In response to these major Provincial policy and legislative changes the Town initiated an Official Plan review in 2007. In September 2007, Council approved a work plan for this review. This work plan established that the scope of the Official Plan review would be limited to addressing conformity with these new Provincial planning directions. The work plan also identified eight (8) "Key Topic Areas" that would be reviewed: Growth Forecasts and Density/Intensification Targets; Employment; Transportation and Services; Agriculture and Rural Policies; Sustainability; Water Resources/Watershed Planning; Greenbelt Plan Conformity/Natural Heritage System; and Significant Woodlands/Significant Wildlife Habitat Study.

Through the subsequent conformity exercise, it was determined that the Key Topic Area of Water Resources/Watershed Planning would be separated out to be completed at a later time, and a new Key Topic Area addressing Housing policies was added to the work plan. The earlier population and employment forecasting work that was reflected in draft OPA 203 was incorporated into the work plan for the overall Provincial policy conformity exercise. Also consistent with the earlier OPA 203 work, and in accordance with the Provincial Growth Plan, it was determined that one of the purposes of the review would be to extend the planning horizon of the Official Plan to 2031.

At the same time, the Region of Peel initiated an Official Plan review to address Provincial policy conformity and other matters that had arisen since the previous Regional Official Plan review. This review resulted in the Region adopting a series of Regional Official Plan Amendments

(ROPAs) in 2009 and 2010 including: ROPA 20 Sustainability; ROPA 21A Air Quality and Integrated Waste Management; ROPA 21B Natural Heritage and Agriculture; ROPA 22 Transportation policies; ROPA 23 Housing; ROPA 24 Growth Management, Employment Areas and Greenbelt Plan conformity; and ROPA 25 Monitoring and *Planning and Conservation Land Statute Law Amendment Act* conformity.

Between 2007 and 2010 the Town conducted research related to the Key Topic Areas, produced discussion papers, undertook joint studies with the Region of Peel, and consulted extensively with the public, stakeholders, First Nations groups and other agencies. The Town closely collaborated with the Region of Peel and the Cities of Brampton and Mississauga regarding the development of revised Regional Official Plan policies in order to ensure that revised Regional policies were responsive to Caledon's needs to the extent possible, and also to understand conformity requirements for Caledon flowing from the revisions to the upper-tier Region of Peel Official Plan.

This Provincial policy conformity work culminated in Caledon Council's adoption of Official Plan Amendment 226 on June 8, 2010. OPA 226 established revised policies regarding the identified Key Topic Areas and brought the Caledon Official Plan into conformity with both the new Provincial policies and legislation noted earlier and the new Region of Peel Official Plan policies adopted through Peel Region's Official Plan review. The planning horizon for this Plan is 2031.

1.5 THE PROVINCIAL POLICY STATEMENT AND PROVINCIAL PLANS (PPS)

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The Provincial Policy Statement (PPS), 2005 provides overall policy directions on matters of Provincial interest, and applies to all lands within the Town of Caledon.

In addition to the PPS, the Town of Caledon is subject to five Provincial Plans: the Niagara Escarpment Plan; the Oak Ridges Moraine Conservation Plan; the Greenbelt Plan; the Lake Simcoe Protection Plan and the Growth Plan for the Greater Golden Horseshoe. These Plans, which collectively affect the entire land base of the municipality, form a key foundation for the Town's overall land use planning structure. The boundaries of each of these Plan Areas are depicted on Schedule A1 Town Structure.

This Official Plan has been amended to be brought into conformity with the PPS 2005 and these four Provincial Plans. Sections 1.5.1 to 1.5.6 below provide an overview of the PPS 2005 and the five Provincial Plans. Section 1.5.7 generally describes the relationships between the PPS 2005, the Provincial Plans and the Caledon Official Plan. Section 6.6.3 provides additional generalized policy direction regarding conformity requirements; interpretation of boundaries; conflict provisions; and, transition provisions.

Other sections of this Plan provide additional detailed policies necessary to fully implement the PPS 2005 and Provincial Plans.

1.5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) issued under the authority of Section 3 of the *Planning Act* came into effect on March 1, 2005, and provides policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land.

The declared intent of the PPS is to provide for appropriate development while protecting resources of Provincial interest, public health and safety, and the quality of the natural environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the PPS are complemented by Provincial Plans and by locally generated policies regarding matters of municipal interest. Collectively, the PPS, Provincial Plans and municipal official plans provide a framework for comprehensive, integrated and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long-term.

1.5.2 Niagara Escarpment Plan

A commitment to the preservation of the Niagara Escarpment was made through the enactment of the *Niagara Escarpment Planning and Development Act*, which lead to the approval of the original Niagara Escarpment Plan in June 1985. The Niagara Escarpment Plan has since been revised as a result of reviews that were initiated in 1990 and 1999. The purpose of the Niagara Escarpment Plan is to provide for the maintenance of the Niagara Escarpment and lands in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment. The objectives of the Niagara Escarpment Plan are as follows:

- To protect unique ecological and historic areas;
- To maintain and enhance the quality and character of natural streams and water supplies;
- To provide adequate opportunities for outdoor recreation;
- To maintain and enhance the open landscape character of the Niagara Escarpment in so far as possible, by such means as compatible farming or forestry and by preserving the natural scenery;
- To ensure that all new development is compatible with the purpose of the Plan;

- To provide for adequate public access to the Niagara Escarpment; and,
- To support municipalities within the Niagara Escarpment Plan Area in their exercise of the planning functions conferred upon them by the *Planning Act*.

The Town shall encourage the protection and development of a park and trail system through the Niagara Escarpment.

The Town shall encourage the continued protection, enhancement or restoration of natural features within the Niagara Escarpment Area.

1.5.3 Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine is a provincially significant prominent upland area that runs east west through south central Ontario. The western terminus of the Moraine occurs in the Town of Caledon, where the Moraine intersects the Niagara Escarpment. The Moraine was formed by glacial action between two opposing ice lobes within the last one million years. The Moraine has a unique combination of geological, hydrological, topographical and biotic attributes. It performs essential ecological functions, including the provisions of significant natural habitat, the protection and maintenance of surface and groundwater resources and has distinctive topographical and scenic values.

In recognition of the Moraine's significance, the Province of Ontario enacted the *Oak Ridges Moraine Conservation Act, 2001*, and the accompanying Oak Ridges Moraine Conservation Plan (ORMCP). Together, these documents establish the Ontario government's vision for the Moraine as "a continuous band of green rolling hills that provides form and structure to south-central Ontario, while protecting the ecological and hydrological features and functions that support the health and well being of the region's residents and ecosystems", and provide a planning framework for implementing this vision, primarily through municipal official plans.

Detailed policies pertaining to the Oak Ridges Moraine Conservation Plan can be found in Section 7.10 and other relevant sections of this Plan.

1.5.4 Lake Simcoe Protection Plan

The Lake Simcoe Protection Act, 2008 provides for the establishment of the Lake Simcoe Protection Plan which came into effect on June 2, 2009. The Lake Simcoe Protection Plan is a watershed-based plan that provides a roadmap to help restore and protect the health of Lake Simcoe. The Town of Caledon shall review the Lake Simcoe Protection Plan and incorporate policies to enable its implementation through a future Official Plan Amendment.

1.5.5 Greenbelt Plan

The *Greenbelt Act, 2005* provides for the establishment of the Greenbelt Plan. The Greenbelt Plan, established under Section 3 of the *Greenbelt Act*, took effect on December 16, 2004.

The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan includes lands within, and builds upon the ecological protections provided by, the Niagara Escarpment Plan (NEP) and the Oak Ridges Moraine Conservation Plan (ORMCP).

The Protected Countryside lands identified in the Greenbelt Plan are intended to enhance the spatial extent of agriculturally and environmentally protected lands currently covered by the NEP and the ORMCP while at the same time improving linkages between these areas and the surrounding major lake systems and watersheds. Collectively, the lands in these three plans form the Greenbelt. The Protected Countryside (as shown on Schedules A1 and S of this Plan) is made up of an Agricultural System and a Natural System, together with a series of settlement areas as derived from municipal official plans.

Detailed policies pertaining to the Greenbelt Plan can be found in Section 7.13 and other relevant sections of this Plan.

1.5.6 Growth Plan for the Greater Golden Horseshoe

The *Places to Grow Act, 2005*, provides for the establishment of growth plans for specific geographic areas within the Province of Ontario. The Growth Plan for the Greater Golden Horseshoe (hereinafter referred to as the "Growth Plan") was established under the *Places to Grow Act, 2005*, and came into effect on June 16, 2006.

The Growth Plan establishes a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in this region to 2031. This is a plan that is intended to provide leadership for improving the ways in which our cities, suburbs, towns, and villages will grow over the long-term.

The Growth Plan guides decisions on transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity, and in doing so, aims to:

- revitalize downtowns to become vibrant and convenient centres;
- create complete communities that offer more options for living, working, learning, shopping and playing;
- provide housing options to meet the needs of people at any age;
- curb sprawl and protect farmland and green spaces; and,
- reduce traffic gridlock by improving access to a greater range of transportation options.

Detailed policies derived from the Growth Plan can be found in Chapter 4, Section 5.5 and other relevant sections of this Plan.

1.5.7 Relationships Between the PPS, Provincial Plans and Municipal Official Plans

The Provincial Policy Statement (PPS) 2005 provides overall policy direction on matters of Provincial interest related to land use and development in Ontario. The policies of the PPS are complemented by Provincial Plans and by locally generated policies regarding matters of municipal interest as expressed through municipal official plans. The PPS, Provincial Plans and municipal official plans provide an overall framework for comprehensive land use planning within the Province of Ontario.

Municipal official plans are the most important vehicle for implementing the PPS and are also a key vehicle for implementing the policies of the Oak Ridges Moraine Conservation Plan (ORMCP), the Greenbelt Plan and the Provincial Growth Plan.

Unlike the other Provincial Plans, the Niagara Escarpment Plan (NEP) is primarily implemented within the Niagara Escarpment Plan Area by the Niagara Escarpment Commission through the *Niagara Escarpment Planning and Development Act* and the development control regulation (Ontario Regulation 828/90 as amended).

The Greenbelt Plan Area includes lands within the NEP Area, the ORMCP Area and lands designated as Protected Countryside. For lands within the ORMCP and NEP Areas, the requirements of the ORMCP and NEP continue to apply and the Protected Countryside policies of the Greenbelt Plan do not apply, with the exception of Section 3.3 Parkland, Open Space and Trails.

The Growth Plan applies to the Greater Golden Horseshoe, which includes the entire Town of Caledon, including the lands within the Town that are subject to the NEP, ORMCP and the Greenbelt Plan.

The Town of Caledon Official Plan has been brought into conformity with the PPS, 2005 and the Provincial Plans described above. As such, the policies contained in this Plan, implement the PPS, 2005 and the Provincial Plans while also addressing local land use and community objectives, to the extent permitted by Provincial policy.

Refer to Section 6.6.3 of this Plan for additional detailed policies pertaining to: conformity requirements; boundaries; conflicts between the PPS, Provincial Plans and municipal Official Plans; and transition provisions.

1.6 THE REGIONAL MUNICIPALITY OF PEEL

The Regional Municipality of Peel Act, *1973* created the regional municipality and three constituent municipalities; Caledon, Brampton, and Mississauga.

The Region of Peel has jurisdiction over health and welfare services (including non-profit and senior citizen housing), police, water supply, sanitary sewers and waste collection and disposal facilities in the Town of Caledon. Part of the roads system within the Town is also under Regional jurisdiction.

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The Council of the Region of Peel adopted the first Regional Official Plan on July 11, 1996. The Regional Official Plan has since been the subject of a number of amendments since that time, including amendments flowing from two comprehensive Official Plan reviews. The most recent comprehensive review was initiated by the Region in 2007 in order to address a number of legislative and policy initiatives that had been introduced by the Province since the Regional Official Plan was last reviewed in 2002. The 2007 review resulted in the Region adopting a series of Regional Official Plan Amendments in 2009 and 2010.

The Role of the *Regional Official Plan*, as reflected in the five principles contained in the Regional Plan, is to provide broad high level, long-term policy direction on matters related to the environment, resources, regional growth, regional structure, and regional services. By contrast, the role of the *Town of Caledon Official Plan* is to determine the strategic local policy directions and the detailed policies for the municipality, in conformity with the overall strategic directions of the *Regional Plan*. The planning roles and responsibilities of the Region of Peel and the area municipalities within Peel are further detailed and refined from time to time through the establishment of appropriate operating protocols and other service delivery agreements.

1.7 CONTENTS OF THE PLAN

The following shall comprise the Official Plan:

Chapters 1 - 7 inclusive;

Tables 3.1, 3.2, 4.1-4.6 inclusive and 7.1-7.6 inclusive;

OPA 223 Schedules B – D inclusive, Schedule G, Schedule H, Schedule I, Schedule N, and Schedule T;

Figures 16-17 inclusive

The appendices are not part of the plan and are provided for information only.

2.0 STRATEGIC DIRECTION

2.1 INTRODUCTION

Caledon has experienced many changes since the first land surveys were undertaken in the early 1800s. The Town has evolved from a rural-based economy to one that is increasingly influenced by the activities and demands of the adjacent urbanized area, dominated by Toronto. Caledon also supports a variety of land-based activities such as agriculture, aggregate extraction and industry. The way in which the Town addresses these pressures and potential conflicts while preserving rural values and a well established quality of life is the key focus of the Official Plan for the next planning period.

Caledon's rural ambiance is enhanced by major natural features such as the Oak Ridges Moraine and the Niagara Escarpment as well as numerous scenic river valleys, greenspaces and productive agricultural land. Much of the population is rural-based, with 20 designated settlements ranging in size from less than 100 to more than 10,000 people. The Town also has a well-established rural estate residential community. Collectively, these physical and human resources have encouraged a strong sense of heritage, and have helped shape the Town's enduring rural character. There is a strong tradition of maintaining the sense of community by preserving the unique aspects of each settlement.

The location of the Town, on the edge of a growing urban area and the existence of natural heritage resources, one of which is of global significance, requires that the Town play the role of steward for these natural resources and the life style of existing residents. This responsibility has to be balanced with the Town's responsibility to future residents and as part of the Greater Toronto Region

As the most northerly municipality in the Regional Municipality of Peel, Caledon is on the periphery of the Greater Toronto Area. This is reflected in the Town's commuting and employment patterns, with the majority of Caledon's workforce migrating to employment in other centres. This is caused by the limited range and the small number of employment opportunities within the Town that do not reflect the capabilities of the labour force.

Caledon is subject to both internal and external demands that threaten its rural character. There is growing pressure not only to maintain or upgrade existing municipal government services such as roads, recreational facilities and programs, fire protection and library services but also to deal with external demands to improve arterial roads, to cope with through traffic and to provide visitors with additional open space and recreational resources. As a result, future actions must follow a strategy that takes into account the large size of the municipality, pressures for urbanization, fiscal capacity and the demand for more urban services. This strategy must

also accommodate factors such as the community's desire to preserve its rural character and protect its natural and cultural heritage resources.

The following sections outline the overall strategic direction and principles of the Plan in dealing with these often competing and constantly evolving forces.

2.2 PRINCIPLES, STRATEGIC DIRECTION AND GOALS

The purpose of this section is to set out the principles, strategic direction and goals on which this Plan is based. The Town's position within the Greater Toronto Area economy provides the basis for forecasts of complex interrelated demands that will impact the Town during the planning period. How the Town should plan to respond to these demands has been guided by three principles.

2.2.1 Principles

Within the context described in the introduction it is the intention of the Town to exercise its responsibility for land use regulation, the provision of infrastructure and the delivery of services in a manner consistent with achieving a balance between the following principles:

a) That the Town will seek to preserve, protect and enhance natural physical features and biological communities, and cultural heritage resources.

b) That the Town will seek to improve the health and well-being of residents, employees, landowners and businesses by fostering the development of communities where individuals can pursue diverse goals for personal development and where individual needs for employment, learning, culture, recreation, physical and social well-being can be satisfied.

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c) That the Town will seek to achieve fiscal sustainability by protecting, expanding and diversifying the Town's employment and assessment base and balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to the Town's taxpayers.

2.2.2 Strategic Direction

The strategic direction is based on the three principles and forecasts of the forces that will affect the Town in the future

a) Stewardship of Resources

A key strategy of this plan is to protect land resources including landscape features, systems and areas that perform important natural functions or which provide economic and recreational opportunities. Included in this category are natural and cultural heritage resources, recreational lands and agricultural lands.

As a municipality with a strong rural character, adjacent to a large urban area where urban activities are intensifying rapidly, the responsibility for conserving the resources and related rural ambiance of the Town is a major basis for the policies of this Plan. Notwithstanding that a significant portion of Caledon's Prime Agricultural Area is also located within the Growth Plan Area, based on Caledon's current population and employment forecasts, the vast majority of the Growth Plan Area in Caledon will remain in a Prime Agricultural Designation during and beyond the life of this Plan. This will pose unique challenges with respect to the continued viability and vitality of agriculture in southern Caledon, which will require policies that support agricultural innovation, diversity and flexibility.

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b) Settlement Patterns

A hierarchy of settlement areas will be maintained as the focus for future growth, and growth will be managed so that the majority of new residential and employment development will be concentrated in the Rural Service Centre settlements of Mayfield West, Bolton and Caledon East.

Building on the established settlement pattern reinforces the concept of Caledon continuing to be a community of communities and is the pattern of community development that best provides residents with convenient access to opportunities for employment, learning, culture, recreation, and physical and social well-being. The community of communities approach is vital to maintaining the social fabric of the Town because the historic settlement pattern has left a legacy of individual communities each with special characteristics. These communities now fall within one administrative jurisdiction but the strategy is to maintain their individuality while allowing the Town to grow.

Mayfield West will experience a higher growth rate than Bolton over the Plan Period. In the longer term, it is anticipated that Mayfield West and Bolton will be similar in size. Both communities will grow larger than Caledon East, which is constrained by geophysical characteristics. Generally, villages and hamlets will experience only modest growth during the plan period. This pattern of growth will focus development in the south of the Town, away from the sensitive environmental areas of the Niagara Escarpment in the west and the Oak Ridges Moraine in the north, also away from sensitive heritage settlements that need to be protected. This nodal approach will also minimize interference with agricultural activity and concentrate new demands for services in locations where this demand can be most readily met.

The Town has established a hierarchy of roads and a road pattern that complements the proposed settlement pattern and which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town. The road pattern is intended to channel the largest flows of north/south traffic away from the Niagara Escarpment and through the central and easterly sections of the Town.

The Provincial Growth Plan, June 2006, identifies a conceptual "Future Transportation Corridor" that generally extends east from the Guelph area to the east of Caledon and includes policy directions requiring that transportation corridors be identified and protected. The Ministry of Transportation has initiated an Environmental Assessment study that will more specifically define the "GTA West Future Transportation Corridor". Should the outcome of this Environmental Assessment determine that a major east-west transportation/ infrastructure corridor is needed in south Caledon, it could significantly influence long-term development patterns and provide opportunities for strategic employment lands development.

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c) Managing Growth

The Town will manage the rate of growth and the sequencing of development in a manner that is consistent with the Principles of this Plan and the need for fiscal responsibility. The rate and type of growth permitted in some communities may be different from that which would otherwise be dictated by the market.

2.2.3 Goals

Together the following goals provide the context within which the policies in this Plan should be interpreted:

- To establish a growth pattern for the Town, including rates and location of population and employment growth that maximizes the overall quality of life for Caledon's residents.
- To protect and steward ecosystems in the Town.
- To conserve and promote cultural heritage resources in recognition of the non-replaceable nature of cultural heritage, as well as the contribution it makes to the character, civic pride, tourism potential, economic benefits and historical appreciation of the community.
- To preserve high capability agricultural lands in agricultural production as well as lands which have special agricultural potential and to maintain a viable farming community.

- To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.
- To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities.
- To provide residents with an open space system which promotes a diversity of recreational and leisure opportunities.
- To achieve a mix and range of housing that responds to the needs of the community.
- To preserve, expand and diversify the Town's employment base.
- To strengthen the local economy and tax base.
- To plan and support a transport system that provides for both inter and intra-Town traffic movements, balances demand with capacity, protects and stewards ecosystems, and protects heritage sites and sensitive human environments.
- To allow development in a manner that provides the best opportunity to optimize municipal service provision.
- To achieve user charges and tax rates that are acceptable to tax payers.
- To provide the opportunity for a pattern of public and private service support that efficiently and conveniently meets the needs of the Town.
- To prevent undue property damage and reduce the potential for injury and loss of life as a result of naturally occurring hazards.
- To balance the protection and use of mineral aggregate resources now and in the future with other goals of the Town of Caledon as expressed in the Official Plan, including, but not limited to, maintenance of the local community/social values; protection and stewardship of the Town of Caledon's natural ecosystems and cultural/human heritage resources; and strengthening the local economy and tax base.
- To recognize the Town of Caledon's mineral aggregate resource industry as an important component of the Town of Caledon's economic base and to provide for the continuation of presently licenced mineral extraction operations; to protect existing licenced

facilities from new adjacent land uses which may hinder their operation; and to stress the need for progressive rehabilitation in existing facilities, as well as rehabilitation of abandoned pits and quarries.

- To identify high potential mineral aggregate resource areas in Caledon, to protect them for possible use and to establish policies that allow as much of the resource as is realistically possible to be made available for use, to supply resource needs, in a manner consistent with this Plan and the *Niagara Escarpment Plan* where applicable.

These Goals are to be read in their totality and in conjunction with each other. In preparing new policy and in reviewing specific proposals, it is the Town of Caledon's intent to balance all of the goals set out above, taking into account specific circumstances, and natural heritage, cultural heritage, social, community, natural resource and economic factors.

These goals provide the basis for the policies in this Plan.

3.0 GENERAL POLICIES

3.1 SUSTAINABILITY

3.1.1 Introduction

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Sustainability, in its broadest sense, refers to the wise use of available resources to meet the needs of the present without compromising the ability of future generations to meet their own needs. Under many policy models, the primary pillars of sustainability are: economic; environmental; and social/cultural. The Town of Caledon prides itself for its tradition of progressive local, community-based land use planning. This tradition has, over the past several decades, resulted in Official Plan policies that embody and embrace many of the principles of sustainability. This includes:

- Growth management policies that focus new development into areas that can be planned as compact, diverse and transit-supportive communities while minimizing impacts on the natural environment and rural/agricultural resources;
- Economic development and employment policies which pursue an enhanced tax base and promote live-work opportunities;
- Fiscal and economic management policies aimed at ensuring Caledon's continued and enhanced fiscal sustainability;
- Advanced ecosystem planning and management policies which ensure the continued health and integrity of Caledon's natural heritage;
- Innovative policies fostering a vibrant, economically vital, rural and agricultural community;
- Resource management policies that strive to balance the wise use of renewable and non-renewable natural resources with community/social values and the protection and stewardship of natural and cultural resources;
- Progressive cultural heritage conservation policies; and,
- Protection and promotion of health and well-being.

The Province of Ontario has recognized the degree of inter-relatedness in decisions about land use planning in a number of Ontario Provincial statutes supporting sustainability:

i. Bill 51, the *Planning and Conservation Land Statute Law Amendment Act* amended the *Planning Act* to establish the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians to be a matter of Provincial interest;

ii. The Provincial Policy Statement (PPS) 2005 directs municipalities to promote ways to support "strong liveable communities, protect the environment and public health and safety, and facilitate economic growth"; and,

iii. The *Places to Grow Act* and corresponding Growth Plan direct municipalities to plan for complete and sustainable communities.

As a framework for decision-making, sustainability allows for the co-ordinated and integrated consideration of the implications of land use decisions economic; environmental; and social/cultural matters.

The Town of Caledon intends to remain a prosperous, vibrant and liveable community by continuing to actively promote sustainability principles in all facets of its land use planning and decision-making role. Collectively, all of the policies contained in the different sections this Official Plan reflect Caledon's ongoing commitment to planning the Town, as a whole, as a sustainable community. The policies of Section 3.1 are intended to confirm Caledon's commitment to sustainability as an explicit principle, and to supplement the other policies of this Plan with additional policies addressing: Sustainable Development Patterns and Urban Design; Climate Change; Conservation of Water and Energy; Alternative and Renewable Energy; Air Quality; Adaptive Environmental Management; and Sustainability Indicators and Monitoring.

3.1.2 Objectives

3.1.2.1 To ensure that the pillars of sustainability: economic; environmental; and social/cultural are considered as a primary guiding principle for land use planning and decision-making in the Town of Caledon.

3.1.2.2 To ensure that new development and redevelopment promotes and integrates the principles of sustainability as detailed in this and other Sections of the Official Plan.

3.1.2.3 To work with Caledon residents, land and business owners, community organizations, the Region of Peel, Conservation Authorities, and other levels of government in researching, implementing and monitoring the sustainability objectives, policies and programs of this Plan.

3.1.3 Policies

3.1.3.1 The Town shall implement and participate in, as appropriate, policies and programs that support Caledon's commitment to addressing the principles of sustainability through the land use planning system.

3.1.3.2 The Town will consider developing and implementing a range of appropriate mechanisms and tools to promote and facilitate new development and redevelopment that addresses the sustainability objectives and policies of this Plan.

3.1.3.3 Within the context of the Town of Caledon's roles and responsibilities with respect to local land use planning and development approvals, the

Town shall work with Caledon residents, land and business owners, community organizations, the Region of Peel, Conservation Authorities, and other levels of government in researching, implementing and monitoring the sustainability objectives, policies and programs of this Plan, including the policies contained in Sections 3.1.3.7 to 3.1.3.13 addressing: Sustainable Development Patterns and Urban Design; Climate Change; Conservation of Water and Energy; Alternative and Renewable Energy; Air Quality; Adaptive Environmental Management; and Sustainability Indicators and Monitoring.

3.1.3.4 To assist in interpreting and implementing the sustainability policies contained in Sections 3.1.3, as they relate to development within settlement areas, the Town may collaborate with the Region of Peel, other agencies and appropriate partners to develop appropriate guidance documents and sustainability assessment tools such as a Sustainability Design Brief and Sustainability Checklist.

3.1.3.5 Once appropriate guidance document(s) have been developed by the Town, proponents of development and redevelopment will be required to submit a Sustainability Design Brief as part of a complete application which addresses the sustainability objectives and policies of this Plan.

3.1.3.6 The Town will develop a Sustainability Checklist to be used when reviewing planning applications including, plans of subdivision, Official Plan and Zoning By-law amendments, and site plan control, to determine how each development proposal will assist in achieving the sustainability objectives and policies of this Plan.

3.1.3.7 Sustainable Development Patterns and Community Design

The Town of Caledon is committed to implementing sustainable development patterns and sustainable urban design in order to create complete, compact and connected communities. An emphasis on a high standard of community design is essential as the Town continues to plan for and promote development and redevelopment opportunities that incorporate the principles of sustainability. In accordance with Provincial and Regional planning directions and the Town's Official Plan policies, the Town will be planning for higher density residential and mixed-use neighbourhoods and employment areas, intensification in appropriate locations, the use of energy conservation techniques and alternative energy sources, a wide range of housing types and tenures that address affordability, accessibility and the needs of different age and income groups, recreation opportunities and innovative techniques to manage the quality and quantity of stormwater run-off.

All of these progressive ideas require a strong attention to design to ensure that the end products - the Town's communities, neighbourhoods, residences, shopping and employment areas - are healthy, liveable, viable, compatible and attractive. The creation of a complete community requires developments that provide alternative forms of transportation, provide

linkages that facilitate access by pedestrians and cyclists to residential, employment and recreational areas, and provide public spaces that are safe and accessible to all, including people with disabilities.

3.1.3.7.1 Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8.

The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations:

- Integration of natural systems, features and functions into the design of the community in an ecologically compatible manner;
- Preservation of existing trees and other significant vegetation;
- Planting of native species on lands adjacent to the Town's natural heritage and ecosystem components and other appropriate natural system enhancements;
- Promotion of active and passive recreation such as walking and cycling in an integrated trail network;
- Providing access between residential and employment areas;
- Optimizing existing public services and infrastructure;
- Energy and water efficiency and conservation techniques;
- Integration of renewable energy and locally produced or district energy, where appropriate;
- Promoting and protecting public health, well-being and safety;
- Public views of and, where appropriate, public access to natural features;
- Landform conservation;
- Appropriate protection and stewardship measures for greenways and/or watercourses;
- Design opportunities to introduce links that connect different areas of the Town, parks, walkways and trails, for an integrated community.
- Promotion of public transit and alternative forms of transportation which decrease automobile dependency;
- The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible

parking for the physically challenged and universal design in housing;

- Compatibility between existing uses and new uses, including uses on lands adjacent to the Caledon boundary in neighbouring municipalities, considering such items as lighting, height, traffic, noise, dust, air quality, odours and vibrations;
- Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star; and,
- Alternatives to hard surfacing, where technically feasible and appropriate.

3.1.3.7.2 Once design guidelines are established by Council, proponents for development and redevelopment shall demonstrate how the proposal addresses the applicable design guidelines, to the satisfaction of the Town.

3.1.3.8 Climate Change

Climate change is considered to be one of the most significant challenges facing human society today. Although climate change is global in scale, the Town of Caledon can and should pursue practical and innovative climate change mitigation and adaptation measures within the context of the Town's local land use planning and development approvals functions. Caledon's extensive protected Natural Heritage Systems perform a vital role within the Region of Peel and the Greater Toronto Area, acting as a major carbon sink and moderating extremes in rainfall events and temperatures.

Caledon's healthy, connected ecosystems are also more resilient and adaptable to the impacts of climate change. The Town policy approaches to land use planning, energy consumption, transportation and infrastructure systems and the management and wise use of natural resources can all contribute to climate change mitigation and adaptation. The following policies supplement the other policies of this Plan that have positive impacts with respect to climate change.

3.1.3.8.1 The Town shall work with the Region of Peel, development interests and other appropriate partners to identify and implement development patterns, standards and practices that reduce greenhouse gas emissions.

3.1.3.8.2 The Town shall participate in the Region of Peel Climate Change Strategy, which is intended to address both the mitigation and adaptation aspects of climate change, including the establishment of targets, policies and programs to reduce the effects of climate change and minimize adverse impacts.

3.1.3.8.3 The Town shall encourage and promote the Region of Peel and other levels of government to research the economic/financial value of the

climate change mitigation and adaptation services provided by natural heritage systems in Caledon and to develop appropriate financial and other incentives which recognize the value of these services and support appropriate private land stewardship.

3.1.3.8.4 The Town will work with the Region of Peel, the Province and other organizations to review municipal infrastructure standards with a view to adapting to and mitigating the anticipated potential impacts of climate change, such as more frequent and intense rainfall events.

3.1.3.8.5 The Town shall work with the Region of Peel, Metrolinx, the City of Brampton, adjacent municipalities and other appropriate jurisdictions to improve public transit, carpooling and other Traffic Demand Measures (TDM) to reduce overall greenhouse gas emissions from transportation that contribute to climate change.

3.1.3.8.6 The Town may consider supporting Region of Peel energy from waste initiatives which have the effect of reducing the reliance on traditional fossil fuel-based sources of energy and their associated greenhouse gas emissions, subject to local planning considerations such as land use compatibility and the protection of resources.

3.1.3.9 Conservation of Water and Energy

The conservation of water and energy is essential to the sustainability of the Town. Past increases in Caledon's population and economic growth have accelerated water and energy consumption. In view of the population and employment allocations for the Town to 2031, a renewed and vigorous commitment to the conservation of water and energy is essential to reduce the impact of growth on the natural environment while fostering the social, cultural and economic well-being of Caledon's residents and communities.

The following land use policies are intended to compliment current public awareness programs for the water conservation practices for residents and programs that advocate energy systems that will reduce the rate of consumption.

3.1.3.9.1 The Town shall facilitate the conservation of water and energy through land use planning by exploring and implementing, as appropriate, progressive water and energy conservation, efficiency and re-use techniques through all levels of the development approvals process and through feasible innovative building designs.

3.1.3.9.2 The Town shall encourage proponents of new development to consider energy conservation measures derived by the planning and design for the orientation of streets and buildings to maximize exposure to the sun (passive solar energy), and green design for buildings.

3.1.3.9.3 The Town shall encourage proponents of new development to explore innovative land use patterns, building standards, transportation systems

and urban design that will significantly reduce the overall demand for energy.

3.1.3.9.4 Proponents of new development shall be encouraged to minimize the percentage of impervious surfaces as well as adopt Low Impact Development (LID) or similar standards so as to reduce rates of surface water flow and run-off.

3.1.3.9.5 The Town shall promote urban design and development patterns that minimize the movement of water between watersheds and maintain predevelopment water balance to the extent practicable.

3.1.3.9.6 The Town shall encourage development proposals that maximize water capture and re-use (e.g., grey-water capture) and promote the use of storage facilities throughout the Town.

3.1.3.9.7 The Town shall promote landscaping practices that are responsive to local climate and ecological conditions, and which minimize the need for irrigation and the use of chemicals which could contaminate surface and groundwater resources.

3.1.3.9.8 The Town shall collaborate with the Region of Peel and Conservation Authorities to work towards implementing the recommendations of completed watershed and sub-watershed plans, and other documents/strategies that address the conservation of energy and water.

3.1.3.10 Alternative and Renewable Energy Systems

The impact of human activities on the environment can be minimized through improved land use planning and efficient transportation which reduce energy use. Development and transportation patterns that promote dependence on the use of fossil fuel are unsustainable and contribute greatly to climate change. For this reason, the promotion, development and use of alternative and renewable energy systems are essential steps in conserving energy and reducing current dependence on non-renewable sources of energy.

Although the *Green Energy Act, 2009* has significantly curtailed the ability of municipalities to directly regulate most forms of alternative and renewable energy systems through the land use planning process, the Town of Caledon aspires to show leadership in the promotion and development of appropriate alternative and renewable energy systems that are compatible with Caledon's other land use planning objectives.

3.1.3.10.1 The Town may consider supporting and promoting the development of alternative and renewable energy systems, subject to compatibility with surrounding land uses and consideration of the effect of the energy systems on the human and natural environment.

3.1.3.10.2 The Town will work with and participate in Region of Peel initiatives to promote alternative and renewable forms of energy and energy conservation practices, and develop criteria for evaluating the use of

alternative and renewable energy systems having regards for their location, land use compatibility and potential impacts on human and natural environments.

3.1.3.10.3 The Town will work with proponents of new development and redevelopment projects to promote compact, mixed-use neighbourhood development patterns that incorporate and enhance opportunities for the use of alternative and renewable energy systems, where appropriate, such as passive and active solar energy, geothermal, wind power, district heating systems and new technologies as they become available and in accordance with the *Green Energy Act*.

3.1.3.10.4 The Town will consider developing and implementing green-building guidelines which, among other things, facilitate the incorporation of alternative and renewable energy systems into new buildings and through retrofits to existing buildings.

3.1.3.11 Air Quality

Air quality affects human health, the environment and the economy. Air quality in Caledon is affected by local, regional, national and international sources of air pollution which come from a number of origins including residential, industrial and transportation. In the context of projected growth in population and employment activities, the Town supports efficiency in land use planning, reduction of emissions associated with employment activities, and less reliance on the use of fossil fuels, for the purpose of improving air quality for all of Caledon's residents.

The Town recognizes its role in improving local air quality and reducing greenhouse gas emissions. However, due to the nature of air pollution in terms of its ability to transcend local, Regional and international boundaries, the Town will work actively with others at the Regional and Provincial levels in providing leadership through land use and infrastructure planning to create a healthier Caledon. In conjunction with the other policies of Section 3.1, the following policies will promote land uses and development patterns which address air quality.

3.1.3.11.1 While working towards enhanced economic sustainability and associated land development activities, the Town shall promote residential, industrial and commercial developments that will contribute to the maintenance or improvement of air quality.

3.1.3.11.2 Proponents of new developments shall be encouraged to use green-building guidelines and rating systems for new construction to promote the use of building materials and products that have minimal potential to radiate harmful emissions that affect air quality.

3.1.3.11.3 The Town shall encourage land stewardship activities, such as reforestation, naturalization of public and private lands and low-maintenance landscaping that will have positive air quality benefits.

3.1.3.11.4 The Town shall work with the Region of Peel and the Province to promote public transit and support attractive alternatives to the use of the automobile so as to minimize emissions.

3.1.3.11.5 The Town shall implement appropriate setbacks for residential development and other sensitive land uses from potential sources of harmful emissions, in accordance with established Provincial or other applicable standards and regulations.

3.1.3.11.6 The Town shall participate in Region of Peel air quality initiatives including the development of tools for assessing the air quality implications of new developments.

3.1.3.12 Adaptive Environmental Management

Adaptive Environmental Management provides a framework for designing and implementing an environmental monitoring program, quantifying the effects of land use change on the natural environment, evaluating the effectiveness of environmental management and mitigation practices and identifying the need for changed/improved practices/policies. In simple terms, it is a system of continuous learning and adaptation. As such, Adaptive Environmental Management is an ideal tool to assist the Town in measuring its progress towards environmental sustainability and continuously learning and improving its practices and policies.

3.1.3.12.1 The Town shall develop and use Adaptive Environmental Management as a framework for measuring and evaluating the Town's progress towards sustainability and determining the need to adjust practices and policies based on measured performance.

3.1.3.12.2 The Town shall develop and apply Adaptive Environmental Management in Town-lead initiatives, such as broader scale planning strategies and Secondary Plans and shall require proponents of large-scale development proposals to develop and implement Adaptive Environmental Management, as appropriate and applicable.

3.1.3.13 Sustainability Indicators and Monitoring

As noted in Section 3.1.1, collectively, all of the policies contained in the different sections of this Official Plan reflect Caledon's ongoing commitment to planning the Town, as a whole, as a sustainable community. In order to measure the Town's progress towards enhanced sustainability, it is important for the Town to develop sustainability indicators and monitoring programs relating to the pillars of sustainability: economic; environmental; and social/cultural. By establishing quantifiable indicators and implementing effective monitoring programs, in concert with other government and non-government organizations, the Town will be able to monitor the effectiveness of the policies of this Plan which will assist in determining changes and adjustments that may be required when the Plan is being updated.

3.1.3.13.1 The Town shall, in concert with other appropriate partners, establish and/or participate in the development and implementation of sustainability indicators and monitoring programs designed to measure the effectiveness of the policies of this Plan relating to the pillars of sustainability: economic; environmental; and social/cultural.

3.1.3.13.2 The Town shall periodically review and update the policies of this Plan, as necessary and appropriate, based on the outcomes of the monitoring programs.

3.2 ECOSYSTEM PLANNING AND MANAGEMENT

3.2.1 Introduction

The sustained integrity of the natural environment in Caledon is essential to the continued social and economic well-being of the Town. Therefore, an ecosystem-based planning and management approach is required to guide the land use decision-making process. This approach must emphasize that development not only protect and steward ecosystems but also strive to enhance and restore ecosystems in an appropriate manner.

The Ecosystem Objectives, Ecosystem Planning Strategy, General Policies and Performance Measures contained in this Section of the Plan establish a broad framework for ecosystem planning and management in Caledon. The provisions of Section 3.2 apply to the entire land base of the Town, and all land use planning considerations. These Town-wide provisions are supplemented by detailed environmental and open space/recreation land use policies and designations contained in Sections 5.7 and 5.8 respectively. Within the Oak Ridges Moraine Conservation Plan Area (ORMCPA), these Town-wide provisions are also supplemented by detailed policies and designations contained in Section 7.10. Within the Greenbelt Plan Area these Town-wide provisions are also supplemented by detailed policies and designations contained in Section 7.13.

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3.2.2 Ecosystem Objectives

This section is divided into two sets of complementary objectives: Ecosystem Integrity Objectives; and, Ecosystem Planning Objectives.

3.2.2.1 Ecosystem Integrity Objectives

3.2.2.1.1 To protect, maintain, and, as appropriate, enhance and restore ecosystem functions and processes vital to the integrity of communities (both natural and cultural), particularly in relation to:

- Air quality;
- Groundwater quality and quantity, recharge and discharge;
- Surface water quality and quantity;
- Soil fertility; and,
- Biota.

3.2.2.1.2 To protect, maintain, and, as appropriate, enhance and restore ecosystem attributes and values, including:

- Connectivity;
- Viability / self-sustainability;
- Biological diversity;
- Dynamics; and,
- Aesthetics (natural scenery).

3.2.2.1.3 To protect, maintain, and, as appropriate, enhance and restore physical and biological systems and features that support ecosystem integrity and associated functions, processes, attributes and values, including:

- Bedrock and surficial geology;
- Landforms, topography and soils;
- Groundwater and aquifers;
- Surface water systems including: watersheds and sub-watersheds; rivers and streams (permanent and intermittent); valley and stream corridors; and, lakes and ponds;
- Fisheries and wildlife;
- Wetlands and woodlands; and,
- ANSIs and ESAs.

3.2.2.2 Ecosystem Planning Objectives

3.2.2.2.1 To ensure that the Town's ecosystem principle, goal and objectives form a primary basis for all land use planning decisions within the Town of Caledon.

3.2.2.2.2 To identify, protect, maintain, and, as appropriate, enhance and restore ecosystem forms, functions and integrity within Caledon through the implementation of appropriate designations, policies and programs.

3.2.2.2.3 To establish policies, strategies, procedures and programs which implement and assist in clearly interpreting the Town's ecosystem principle, goal and objectives.

3.2.2.2.4 To foster public awareness and education regarding Caledon's environment including this Plan’s ecosystem principle, goal and objectives.

3.2.2.2.5 To recognize that humans are an integral consideration in ecosystem planning, and to develop policies and programs with respect to the ongoing human interactions with the natural environment.

3.2.2.2.6 To develop partnerships between all levels of government, various agencies and organizations to co-ordinate environmental programs, policies and information.

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3.2.2.2.7 To promote an holistic, ecosystems based philosophy at all levels of government.

3.2.2.2.8 To ensure that natural hazards are addressed through the planning process.

3.2.3 Ecosystem Planning Strategy

This Ecosystem Planning Strategy outlines the policy approach to implementing the Town's ecoystem principle, goal and objectives and provides a basis for the General Policies and Performance Measures contained in Sections 3.2.4 and 3.2.5, as well as the detailed environmental and open space/recreation land use policies contained in Sections 5.7 and 5.8. The Strategy is comprised of the following five components:

1. Ecosystem Framework
2. Environmental Performance Measures
3. Environmental Impact Studies and Management Plans (EIS and MPs)
4. Greenways Strategy
5. Protection of Scenic Natural Landscapes

3.2.3.1 Ecosystem Framework

The Ecosystem Framework outlined on Table 3.1 organizes ecosystem components into four categories:

Natural Core Areas
Natural Corridors
Supportive Natural Systems
Natural Linkages

It should be noted that this Ecosystem Framework incorporates and refines the components of the Regional Greenlands System, as defined in the Region of Peel Official Plan, in a manner which conforms with the environmental policy directions contained in the Region of Peel Official Plan. Within the ORMCPA, this framework incorporates Key Natural Heritage Features (KNHFs) and Hydrologically Sensitive Features (HSFs), and their related Minimum Vegetation Protection Zones and Minimum Area of Influence (MAI), as defined in the ORMCP. Within the Greenbelt Plan Protected Countryside designation, this framework incorporates Key Natural Heritage Features (KNHFs) and Key Hydrologic Features (KHFs), and their related Vegetation Protection Zones, as defined in the Greenbelt Plan, and lands within 120 metres of such features.

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3.2.3.1.1 Natural Core Areas and Natural Corridors

The ecosystem components identified as Natural Core Areas and Natural Corridors on Table 3.1 represent the fundamental biological and physical building blocks of ecosystems in the Town. In addition to being subject to the general environmental policies and performance measures of this Plan, these lands are designated Environmental Policy Area (EPA) and are subject to the detailed land use policies in Section 5.7. Within the ORMCPA and the Greenbelt Plan Area, in addition to being subject to the general environmental policies and performance measures in this Plan, these lands are designated EPA and are subject to the detailed land use policies in Section 5.7 and Sections 7.10 and 7.13 respectively.

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3.2.3.1.2 Supportive Natural Systems and Natural Linkages

The ecosystem components identified as Supportive Natural Systems and Natural Linkages on Table 3.1 of this Plan perform vital local ecosystem functions, and play a crucial role in supporting and enhancing the form, function and integrity of Natural Core Areas and Natural Corridors. These systems are subject to the general environmental policies and performance measures of this plan.

Through further review of these systems, as required by the general environmental policy performance measures, appropriate levels of protection and management will be identified.

It may be determined upon this review that components of Supportive Natural Systems and Natural Linkages satisfy the criterion for Natural Core Areas or Natural Corridors, or should be incorporated into the core/corridor due to identified ecosystem functions, sensitivities and linkages. Such areas will be redesignated in accordance with the applicable provisions of this plan, particularly Sections 3.2.5 and 5.7 and will be subject to the provisions of this Plan relating to Natural Core Areas and Natural Corridors. Within the ORMCPA and the Greenbelt Plan Area, these Performance Measures are supplemented by the detailed policies contained in Section 7.10 and Section 7.13 respectively.

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3.2.3.2 Environmental Performance Measures

Since not all of the ecosystem components in Table 3.1 are identified on current mapping, and to provide clear and consistent Town-wide policy direction with respect to these components, performance measures are provided for all of these ecosystem components, and are detailed in Section 3.2.5.

3.2.3.3 Environmental Impact Studies and Management Plans (EIS and MP)

Policies are required to provide consistent direction regarding environmental study requirements. The preparation of Environmental Impact Studies and Management Plans for development adjacent to EPA provides a mechansim for identifying how a proposal satisfies the Town's ecosystem policies and performance measures. Specific policies with respect to EIS and MP

requirements are contained in Sections 3.2.4, 3.2.5 and 5.7.3.7. Within the ORMCPA, these EIS and MP requirements shall also address the applicable study requirements as detailed in Section 7.10, and in particular 7.10.5.4. Within the Greenbelt Protected Countryside designation, these EIS and MP requirements shall also address the applicable study requirements as detailed in Section 7.13, and in particular 7.13.3.2.3.7.

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3.2.3.4 Greenways Strategy

As a bridge between the Town's ecosystem principle, goals and objectives and the need to explore and identify compatible recreational and open space opportunities, the Town will initiate the preparation a Greenways Strategy. Sections 5.7 and 5.8 provide detailed land use policies regarding open space and recreation and further outlines an approach to undertaking the Greenways Strategy.

TABLE 3.1 TOWN OF CALEDON - Ecosystem Framework

ECOSYSTEM COMPONENT	NATURAL CORE AREAS	NATURAL CORRIDORS	SUPPORTIVE NATURAL SYSTEMS	NATURAL LINKAGES
Woodlands	All Woodland Core Areas		All Other Woodlands	All Other Woodlands
Wetlands	All Wetland Core Areas		All Other Wetlands and all Wetland Adjacent Lands	All Other Wetlands and all Wetland Adjacent Lands
Niagara Escarpment Natural Areas	All NEC Natural Areas			
Niagara Escarpment Protection Areas			All NEC Protection Areas	All NEC Protection Areas
Areas of Natural and Scientific Interest (ANSIs)	All Life Science ANSIs		All Earth Science ANSI's	All Earth Science ANSIs
Environmentally Significant Area's (ESAs)	All ESAs		Potential ESAs	Potential ESAs
OPA226 Threatened and Endangered Species	All Significant Habitats of Threatened and Endangered Species		All Other Habitats of Threatened and Endangered Species	
Wildlife Habitat	All Significant Wildlife Habitat		All Other Wildlife Habitat	
Fisheries		All Core Fishery Resource Areas	All Other Fishery Resource Areas	All Other Fishery Resource Areas
Valley and Stream Corridors		All Valley and Stream Corridors		
Groundwater Systems			Bedrock Aquifers Surficial Aquifers Recharge Areas Discharge Areas	Recharge Areas Discharge Areas
Native Soils			Productive Soils	Erosion Prone Soils
Natural Slopes				> 15%
Oak Ridges Moraine Key Natural Heritage Features*	All KNHFs and their related MVPZs**	All KNHFs and their related MVPZs**		
Oak Ridges Moraine Hydrologically Sensitive Features*	All HSFs and their related MVPZs**	All HSFs and their related MVPZs**		
Greenbelt Key Natural Heritage Features*	All KNHFs*** and their related VPZs****	All KNHFs*** and their related VPZs****		
Greenbelt Key Hydrologic Features*	All KHFs*** and their related VPZs****	All KHFs*** and their related VPZs****		

Note: Definitions for individual ecosystem components listed above are contained in Section 6.7 Glossary of Terms.

* As located within the ORMCPA and defined by the ORMCP.

** MVPZ refers to the ORMCP Minimum Vegetation Protection Zone as established on Table 7.1 of this Plan.

OPA226 *** As located within the Greenbelt Protected Countryside and defined by the Greenbelt Plan, or the Glossary of Terms contained in Section 6.7 of this Plan, as the case may be.

**** VPZ refers to the Vegetation Protection Zones associated with Greenbelt Key Natural Heritage and Key Hydrologic Features, as determined in accordance with the Greenbelt Plan.

3.2.3.5 Protection of Scenic Natural Landscapes

There is a significant relationship between natural and cultural landscapes. The pattern of human settlement in Southern Ontario has been profoundly influenced by natural systems and the physical landscape, and the natural environment has, in turn, been significantly altered by human activities. In recognition of this relationship, and the broader aesthetic, recreational, social and economic value of "scenery" and "scenic landscapes", the Town will develop, through a consultative process, visual resource management techniques.

3.2.4 General Policies

This Section establishes general policies regarding implementation of the Town's ecosystem principle, goal, objectives and planning strategy. These general policies are supplemented by the Town-wide performance measures established in Section 3.2.5, and the detailed environmental land use policies in Section 5.7, and, within the ORMCPA, the detailed policies of Section
OPA226 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

3.2.4.1 All development and uses shall be subject to the ecosystem principle, goal, objectives, planning strategy, policies and performance measures contained in this Plan.

3.2.4.2 The Ecosystem Framework outlined in Section 3.2.3.1 shall provide the basis for policies and performance measures regarding ecosystem components in the Town.

3.2.4.3 The Ecosystem Framework shall contain: Natural Core Areas; Natural Corridors; Supportive Natural Systems; and Natural Linkages, and each category shall be comprised of the ecosystem components identified in Table 3.1.

3.2.4.4 Natural Core Areas and Natural Corridors shall be designated Environmental Policy Area (EPA), and development within and adjacent to EPA shall be

subject to the general policies of Section 3.2.4, the performance measures of Section 3.2.5, and the detailed land use policies of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

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3.2.4.5 Supportive Natural Systems and Natural Linkages shall be subject to the general policies of Section 3.2.4 and the performance measures of Section 3.2.5, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

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3.2.4.6 All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

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3.2.4.7 All development proposals containing Supportive Natural Systems and Natural Linkages may be required to conduct environmental studies/investigations, up to, and including, an EIS and MP, and the precise extent of required studies/investigations shall be determined jointly by the Town and other relevant agencies and shall normally include pre-consultation with an applicant.

3.2.4.8 Ecosystem components which are not currently designated EPA, and which are identified through more detailed environmental investigations and studies as warranting specific protection and management measures, may be excluded from development in order to satisfy the Town's environmental policies and performance measures. In such cases, these lands will generally be placed in an EPA designation, and shall be subject to the policies of Section 5.7. Within the ORMCPA, lands that are determined to be KNHFs and/or HSFs and their related Minimum Vegetation Protection Zones shall be deemed to be EPA and shall be subject to the policies of Sections 5.7 and 7.10. Within the Greenbelt Protected Countryside designation, lands that are determined to be KNHFs and/or KHFs and their associated Vegetation Protection Zones shall be deemed to be EPA and shall be subject to the policies of Sections 5.7 and 7.13.

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3.2.4.9 Proposed new development/uses which are sufficiently advanced through the formal environmental review and approvals process, prior to the date of Council's adoption of Official Plan Amendment 124, shall be processed in accordance with the policies contained in the Official Plan as it was prior to the adoption of Official Plan Amendment 124. An application shall be considered to be sufficiently advanced if the environmental studies and investigations normally required by the Town and other relevant agencies have been received by the Town in a form that the Town considers acceptable for circulation, and that the Town has agreed that the circulation of such studies and investigations is appropriate in light of all relevant

OPA226 planning considerations. Refer to Section 6.6.3.4 of this Plan for further transitional policies respecting the PPS and Provincial Plans.

3.2.4.10 Proposed new development which is eligible to be processed under Section 3.2.4.9, but which is subject to significant alteration from the original proposal (e.g. major redesign, change in form or intensity of use) shall normally be required to demonstrate adherence to the ecosystem principle, goal, objectives, planning strategy, policies and performance measures, to the satisfaction of the Town.

3.2.4.11 Where the Town's environmental policies and performance measures are more restrictive than those contained in a higher level planning document, the more restrictive policies shall apply, provided they conform with the
OPA226 intent of the upper level policy document. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the policies of the PPS and Provincial Plans.

3.2.4.12 Naturally occurring hazards, such as flooding, erosion and slope instability, which have the potential to negatively affect human health and property, shall be addressed through the planning process to the satisfaction of the Town and other relevant agencies. Where such hazards occur on lands within Natural Core Areas and Corridors, they are designated EPA and are subject to the detailed land use policies contained in Section 5.7. Where such areas are not designated EPA, hazard issues are to be addressed in accordance with the performance measures contained in Section 3.2.5 and the requirements of other relevant agencies, and specific restrictions/conditions may be placed on development in order to achieve this policy.

3.2.4.13 The Town shall encourage initiatives to restore degraded ecosystems throughout the municipality and may require appropriate enhancement/restoration works through the development approvals process. Such enhancement/restoration initiatives shall be implemented through an Environmental Impact Study and Management Plan (EIS and MP), where required pursuant to Sections 3.2.5 and 5.7, or through an approved Forest Management or Environmental Management Plan, or comparable document. Environmental management and restoration initiatives shall adhere to the ecosystem principle, goal, objectives, planning strategy, policies and performance measures contained in this Plan, and shall be subject to the Town's approval, as required, or the approval of another appropriate agency, prior to implementation.

3.2.4.14 The Town shall encourage innovative development patterns and techniques which support and strengthen the ecosystem goals, objectives, policies and performance measures contained in this Plan.

3.2.4.15 In order to assist in the implementation of the Town's ecosystem principle, goal, objectives, planning strategy and policies, the Town shall:

a) Initiate, or participate in, as appropriate, joint projects which identify and assess groundwater resources in Caledon and which establish groundwater protection and management policies or programs;

b) Initiate, or participate in, as appropriate, environmental studies/strategies, including watershed and sub-watershed planning studies, and environmental planning initiatives on the Oak Ridges Moraine and the Niagara Escarpment;

c) Within the context of best available methodologies, initiate, or participate in, environmental monitoring programs and state of the environment reporting which will, among other things, consider cumulative effects and carrying capacity, and will assess the relative success of the Town's Ecosystem Planning Strategy;

d) Develop, jointly with relevant agencies, and organizations, guidelines and other information packages to assist in the interpretation and implementation of the Town's environmental policies and programs, including the preparation of EIS and MP guidelines, and procedures regarding the conservation of scenic natural landscapes;

e) Encourage, support and initiate, as appropriate, public education and awareness initiatives with respect to the natural environment in Caledon, and the environmental provisions of this Plan;

f) Identify and promote appropriate non-regulatory measures, regarding ecosystem management, such as Land Trust and Land Stewardship initiatives;

g) Initiate or co-operate with, as appropriate, other government and non-government agencies, in their efforts to collect, co-ordinate, analyze and update environmental data, and support initiatives to address deficiencies in the environmental data base;

h) Establish a Caledon Environmental Advisory Committee (CEAC);

i) Endeavour to review its various functions, activities, policies and programs with respect to the environmental provisions of this Plan;

j) Review and, as necessary, amend existing municipal legislation, and adopt additional regulatory measures as appropriate; and,

k) Provide input, guidance and direction to the policies, activities and programs of other agencies and organizations.

OPA226 l) Participate in the review of the Region of Peel's natural heritage systems policy framework, as described in Section 7.6.2.10 of the Region of Peel Official Plan.

3.2.4.16 Notwithstanding any other policy in this Official Plan, all of the policies in OPA 124 (including Sections 3.2, 5.3, 5.8 and the EPA and OSPA designations on Schedule A of the Official Plan) shall not apply to lands described as Part of the West Half of Lot 21 and Part of Lots 16 to 20,

Concession 3, WHS and Part of the East Half of Lots 16 to 18, Concession 4, WHS, Caledon in respect of golf course and complementary uses, nor to part of Lots 20 and 21, Concession 3, WHS, Caledon in respect of commercial uses.

3.2.4.17 Notwithstanding the exemption to certain policies of this Plan provided for in Section 3.2.4.16, golf courses and complementary uses and commercial uses on the lands described in Section 3.2.4.16 must conform to all other applicable legislation, policies, regulations and standards, including the Greenbelt Plan and the Region of Peel Official Plan. In the case of a conflict between Section 3.2.4.16 and any other applicable policies, regulations or standards, the more restrictive provisions shall prevail.

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3.2.5 Performance Measures

The establishment of Town-wide environmental performance measures is a key element of the Town's five part Ecosystem Planning Strategy outlined in Section 3.2.3. Performance measures have been established for each component of the Ecosystem Framework identified in Table 3.1.

3.2.5.1 Applicability

All development within the Town of Caledon must satisfy these performance measures. New development adjacent to an EPA will address the performance measures through the required EIS and MP. New development outside of these areas will be required to demonstrate adherence to the policies and performance measures of this plan through the completion of appropriate investigations and studies, or through specific implementation requirements, as determined jointly by the Town and other relevant agencies, prior to any approvals being granted. This may include the completion of an EIS and MP.

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These performance measures are additive. Where two or more of the listed features coincide, the performance measures applicable to each feature shall be addressed.

3.2.5.2 Standards of Other Agencies

In addition to the Town's performance measures, proponents of development will be required to satisfy all applicable technical performance standards, as established from time to time, by other review agencies. Refer to Section 6.6.3.1 of this Plan for further policies respecting conformity requirements between the policies of this Plan and the policies of the PPS and Provincial Plans.

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3.2.5.3 Woodlands

3.2.5.3.1 New development within Woodland Core Areas is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.3.2 New development will not be permitted in Other Woodlands unless it can be demonstrated that such development will not result in the degradation of ecosystem integrity, to the satisfaction of the Town and Ministry of Natural Resources and Forestry, or other delegated approval authority.

3.2.5.3.3 Management efforts should focus on establishing, restoring and enhancing self-sustaining native forest ecosystems by infilling forest gaps, reconnecting fragmented woodlands, re-establishing forest understorey and by broadening the forest edge or ecotone.

3.2.5.3.4 The re-establishment of native forest ecosystems in currently non-wooded areas is strongly encouraged. Such reforestation initiatives should be guided by the ecosystem principle, goal and objectives of this Plan and should be implemented through an approved EIS and MP, Forest Management Plan, Environmental Management Plan, or comparable document.

3.2.5.3.5 Management and restoration of Woodland Core Areas and Other Woodlands shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority, the Niagara Escarpment Plan, where applicable, or other delegated Authority. Management and restoration of woodlands shall generally be implemented through an approved Forest Management Plan, or comparable document, and shall be guided by the principles of Good Forestry Practices.

3.2.5.4 Wetlands

3.2.5.4.1 New development within Wetland Core Areas is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.4.2 New development will not be permitted in Other Wetlands unless it can be demonstrated that such development will not result in the degradation of ecosystem integrity, to the satisfaction of the Town, the Conservation Authority, the Ministry of Natural Resources and Forestry , or other delegated authority.

3.2.5.4.3 New development may be permitted on Wetland Adjacent Lands in accordance with Section 5.7 and the requirements of other relevant agencies.

3.2.5.4.4 Unevaluated wetlands shall be studied and evaluated through joint initiatives potentially involving the Town, the Conservation Authority, the Ministry of Natural Resources and Forestry, the Region of Peel, a development proponent or other appropriate parties.

3.2.5.4.5 The quality and quantity of surface water entering Wetland Core Areas shall be maintained and, where appropriate, enhanced and restored, to the satisfaction of the Town, the relevant Conservation Authority, the Niagara

Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry.

3.2.5.4.6 Management and restoration of Wetland Core Areas, Other Wetlands and Wetland Adjacent Lands shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority and the Niagara Escarpment Plan, where applicable, and shall generally be implemented through an approved management plan.

3.2.5.5 Areas of Natural and Scientific Interest (ANSIs)

3.2.5.5.1 New development within Life Science ANSIs is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.5.2 New development may be permitted in Earth Science ANSIs, subject to the policies of this Plan as well as any applicable policies or guidelines established by the Ministry of Natural Resources and Forestry, and within the Niagara Escarpment Plan, the applicable provisions of Section 2.5.5.3.14 of the Niagara Escarpment Plan.

3.2.5.5.3 Management and restoration of ANSIs shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, and the Niagara Escarpment Plan, where applicable.

3.2.5.6 Environmentally Significant Areas (ESAs)

3.2.5.6.1 New development within ESAs is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.6.2 New development will not be permitted within Potential ESAs until such areas have been evaluated and their status as an ESA is properly assessed by the appropriate Conservation Authority. Potential ESAs which are identified through further evaluation as satisfying the criteria for ESA designation shall be placed in an EPA designation and shall be subject to the policies of Section 5.7.

3.2.5.6.3 Management and restoration of ESAs shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any policies or guidelines established by the relevant Conservation Authority and the Niagara Escarpment Plan, where applicable.

3.2.5.7 Niagara Escarpment Natural Areas

3.2.5.7.1 The Escarpment Natural Area designation is identified on Map 4 in the Niagara Escarpment Plan and is included in EPA.

3.2.5.7.2 New development within Niagara Escarpment Natural Area is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2 and the provisions of the Niagara Escarpment Plan.

3.2.5.7.3 Management and restoration of Niagara Escarpment Natural Areas shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as all applicable policies and development criteria established by the Niagara Escarpment Plan.

3.2.5.8 Niagara Escarpment Protection Areas

3.2.5.8.1 The Escarpment Protection Area designation is identified on Map 4 in the Niagara Escarpment Plan.

3.2.5.8.2 The establishment of appropriate ecosystem linkages through the restoration and enhancement of Niagara Escarpment Protection Areas, is strongly encouraged, and may be required as a condition of development approval.

3.2.5.8.3 The establishment of non-intensive recreational open space uses shall be encouraged, and such uses shall adhere to the Town's ecosystem goals, objectives, policies and performance measures, as well as all applicable policies and development criteria established by the Niagara Escarpment Plan.

3.2.5.8.4 Management and restoration of Niagara Escarpment Protection Areas shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as all applicable policies and development criteria established by the Niagara Escarpment Plan.

3.2.5.9 Habitat of Threatened and Endangered Species

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3.2.5.9.1 New development within the Significant Habitat of Threatened and Endangered Species is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2 or as may be permitted in accordance with provincial and federal legislation and policies (e.g. Endangered Species Act).

3.2.5.9.2 The Significant Habitat of Threatened and Endangered Species, which are not currently included within the EPA designation, shall be identified by the Ministry of Natural Resources and Forestry on a need to know basis, and shall be excluded from development and redesignated to EPA, as required by the MNR, or other agency with delegated jurisdiction.

3.2.5.9.3 Management and restoration of sites containing threatened and endangered species shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any policies or guidelines established by the Ministry of Natural Resources and Forestry and the Niagara Escarpment Plan, where applicable.

3.2.5.10 Fisheries

3.2.5.10.1 New development within Core Fishery Resource Areas is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.10.2 No new development will be permitted on lands adjacent to Core Fishery Resource Areas which will harmfully alter, disrupt or destroy fish habitat. There will be no net loss of productive capacity of fish habitat, and a net gain of productive capacity wherever possible.

3.2.5.10.3 New development will not be permitted in Other Fishery Resource Areas unless it can be demonstrated that such development will not harmfully alter, disrupt or destroy fish habitat, or that there will be no net loss of productive capacity of fish habitat, and a net gain of productive capacity wherever possible, to the satisfaction of the Town, the Ministry of Natural Resources and Forestry, the relevant Conservation Authority, or other delegated approval authority.

3.2.5.10.4 The quality and quantity of surface water entering Core Fishery Resource Areas shall be maintained and, where appropriate, enhanced and restored, to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry.

3.2.5.10.5 Restoration and enhancement of Fishery Resource Areas is encouraged. Where appropriate, a riparian habitat zone shall be maintained or established on lands abutting Fishery Resource Areas to the satisfaction of the Town , the Ministry of Natural Resources and Forestry, the relevant Conservation Authority, and the Niagara Escarpment Commission, where applicable.

3.2.5.10.6 Management and restoration of Fishery Resource Areas shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the relevant Conservation Authority, the Niagara Escarpment Plan, where applicable, and the Ministry of Natural Resources and Forestry.

3.2.5.11 Wildlife Habitat

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3.2.5.11.1 New development within Significant Wildlife Habitat is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

3.2.5.11.2 New development may be permitted in Other Wildlife Habitat subject to the requirements of the Niagara Escarpment Commission and other relevant agencies.

3.2.5.11.3 Unevaluated Wildlife Habitat shall be studied and evaluated through joint initiatives potentially involving the Town, the Conservation Authority, the Ministry of Natural Resources and Forestry, the Region of Peel, a development proponent or other appropriate parties.

3.2.5.11.4 Management and restoration of Wildlife Habitat shall adhere to the Town's ecosystem principles, goals, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority and the Niagara Escarpment Plan, where applicable, and shall generally be implemented through an approved management plan.

3.2.5.12 Valley and Stream Corridors

3.2.5.12.1 New development is prohibited within Valley and Stream Corridors, in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2 and areas within the Humber River Valley Corridor within the existing settlement of Bolton as exempted through policies 5.7.3.1.10 to 5.7.3.1.15 .

3.2.5.12.2 Risk management issues associated with Valley and Stream Corridors, such as flooding, erosion and slope instability, must be addressed through the planning process.

3.2.5.12.3 Valley and Stream Corridors identified through more detailed studies shall be excluded from development and placed in an EPA designation.

3.2.5.12.4 The quality and quantity of surface water entering Valley and Stream Corridors shall be maintained, and, where appropriate, enhanced and restored to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry.

3.2.5.12.5 Restoration and enhancement of Valley and Stream Corridors is encouraged. Where appropriate, a riparian habitat zone shall be maintained or established on lands abutting watercourses and waterbodies to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry.

3.2.5.12.6 Management and restoration of Valley and Stream Corridors shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any applicable policies or guidelines established by the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry, and the Niagara Escarpment Plan, where applicable.

3.2.5.13 Groundwater

3.2.5.13.1 New development must ensure that the quality and quantity of groundwater recharge and discharge and the flow distribution of groundwater (including ground water - surface water interconnections and contributions to stream base flow) are protected, maintained, and, where appropriate, enhanced and restored.

3.2.5.13.2 Areas of groundwater recharge capability, and groundwater discharge zones, as identified through broader scale studies, shall be subject to

further detailed hydrogeological study requirements. Critical recharge and discharge areas, as identified through such studies, shall be excluded from development and placed in an appropriate restrictive land use designation such as EPA.

3.2.5.13.3 Wellhead Protection Areas, shown on Schedule O, shall be protected and managed in a manner which ensures the sustained integrity of the groundwater resource and shall be subject to the following specific policies:

a) Notwithstanding the uses permitted by the underlying land use designations, shown on the Schedules to this Plan, uses which have been identified by the Region of Peel as being incompatible with Wellhead Protection Areas shall be prohibited in the implementing Zoning By-law.

b) Notwithstanding the uses permitted by the underlying land use designations shown on the Schedules to this Plan, the uses/activities listed on Table 3.2 Wellhead Study/Protection Measure Guidelines, may only be permitted within the indicated Wellhead Protection Areas if the applicant demonstrates to the satisfaction of the Region and the Town that the proposed use/activity will not have a negative impact on the groundwater associated with the indicated wellhead protection area. In such cases, a site-specific rezoning will be considered by the Council.

c) Future Wellhead Protection Areas, identified by an appropriate agency, such as the Region of Peel or the Ministry of the Environment, Conservation and Parks, shall be implemented by an amendment to this plan and an amendment to the implementing Zoning By-law.

d) Legally existing uses which are located within the Wellhead Protection Areas, but which are prohibited by the provisions of the Zoning By-law implementing these Wellhead Protection Policies and/or are in conflict with the provisions of this section of the Town's Official Plan may be permitted to expand subject to the policies of this Official Plan and the provisions of the implementing Zoning By-law. Such uses shall be encouraged to undertake measures which would protect groundwater in the Wellhead Protection Area.

3.2.5.13.4 Within the ORMCPA, the Wellhead Protection Areas shown on Schedule O have been established by the Region of Peel in accordance with the requirements of the ORMCP. In addition to being subject to the provisions of subsection 3.2.5.13.3, uses within these areas are further restricted in accordance with Section 7.10.5.4.

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TABLE 3.2 WELLHEAD STUDY/PROTECTION MEASURE GUIDELINES

Note: The first column of Table 3.2 lists the use/activity which may be permitted subject to the satisfaction of section 3.2.5.13. The second column refers to the part(s) of the wellhead protection area where the use/activity may be considered. The last three columns indicate the nature of the measures that will be required by the Region and the Town to satisfy section 3.2.5.13

Use/Activity	Area(s)	Site-specific Assessment of the Potential Impact of the Use/Activity on the WHPA	Report on Materials Management Practices	Specific Mitigation/ Monitoring Measures
Storage Tank – Underground (not water)	WP10			✓
Storage Tank – Above-ground (not water)	WP 5 WP10			✓
Sewage Disposal Systems with Sub-surface Discharge (>4500 litres/day)	WP5 WP10	✓		✓
Automobile Service Stations (also includes: gasoline pump island and private gasoline pump island)	WP10			✓
Vehicle Repair Shops (also includes: a commercial garage, maintenance garage, a vehicle agency, a body shop, an automotive store and a truck terminal)	WP5 and WP10		✓	✓
Dry Cleaning or Laundry Plant	WP10		✓	✓
Aggregate Extraction (gravel pit, stone quarry, wayside pit)	WP5 and 10	✓		✓
Food Processing Plants/Meat Packing or Meat Processing Plant	WP5 and WP10		✓	✓
Cemeteries	WP 10	✓		✓
Car Washes	WP 5 and WP10		✓	✓
Golf Courses (Not including driving ranges or miniature golf courses)	WP 5 and WP 10	✓		✓
Horticultural/Commercial Nurseries	WP 5 and WP10	✓		✓
Open Storage Area – Wellhead	WP5	✓	✓	✓

3.2.5.13.5 The restoration of degraded groundwater recharge and discharge zones, and the establishment of appropriate ecosystem linkages utilizing groundwater recharge discharge zones is strongly encouraged, and may be required as a condition of development approval.

3.2.5.13.6 New development shall not negatively impact the quality and quantity of groundwater aquifers.

3.2.5.13.7 The establishment of new water taking uses such as municipal water supply production wells, golf course irrigation systems and commercial water suppliers shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as those of applicable agencies.

3.2.5.13.8 New development applications which may have an impact on groundwater resources, including new water taking uses, shall be required to complete all necessary hydrogeological investigations prior to any approvals being granted. Study requirements shall be determined jointly by the Town and other relevant agencies and may include the completion of an EIS and MP.

3.2.5.13.9 Appropriate consideration shall be given to the cumulative effects of development and water taking on the water budget of an affected area.

3.2.5.13.10 The management and use of groundwater must adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any applicable policies and guidelines established by other relevant agencies.

3.2.5.14 Soils

3.2.5.14.1 Due to their contribution to ecosystem integrity, the Town encourages the conservation and protection of productive soils and native soils vulnerable to erosion.

3.2.5.14.2 Soils which possess inherent instabilities or other characteristics that may pose a serious hazard to human health and property shall generally be excluded from development and placed in an appropriate restrictive designation such as EPA.

3.2.5.14.3 The establishment of appropriate ecosystem linkages through the revegetation of erosion prone soils and lands is strongly encouraged, and may be required as a condition of development approval.

3.2.5.15 Natural Slopes

3.2.5.15.1 The Town encourages the conservation of steep slopes and slope instability areas.

3.2.5.15.2 Slopes which form part of a Valley and Stream Corridor are designated EPA in accordance with Section 3.2.4.4 and are subject to the detailed policies of Section 5.7 of this Plan. In all other instances, slopes which form part of Supportive Natural Systems and Linkages shall be assessed regarding their contribution to ecosystem form, function and integrity. Based on this assessment, such slopes may be excluded from development and placed in an appropriate restrictive designation, such as EPA.

3.2.5.15.3 Slopes which possess inherent instabilities or other characteristics that may pose a serious threat to human health and property shall generally be excluded from development and placed in an appropriate restrictive designation such as EPA.

3.2.5.15.4 The alteration of existing slopes and landforms shall be minimized, and significant topographic features shall generally be preserved and incorporated into new developments as appropriate.

3.2.5.15.5 The establishment appropriate ecosystem linkages through the revegetation of steeply sloping terrain is strongly encouraged and may be required as a condition of development approval.

3.2.5.16 Oak Ridges Moraine Key Natural Heritage Features

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3.2.5.16.1 Oak Ridges Moraine Key Natural Heritage Features and their related Minimum Vegetation Protection Zones are designated EPA.

3.2.5.16.2 New development within Oak Ridges Moraine Key Natural Heritage Features and their related Minimum Vegetation Protection Zones is prohibited in accordance with Sections 5.7 and 7.10, with the exception of uses permitted in accordance with Section 5.7.3.1.2.

3.2.5.16.3 New development within the Minimum Area of Influence associated with a Key Natural Heritage Feature but outside the Key Natural Heritage Feature itself, and the related Minimum Vegetation Protection Zone may be permitted subject to the provisions of the applicable land use designation and the provisions of Section 7.10.

3.2.5.16.4 Management and restoration of Oak Ridges Moraine Key Natural Heritage Features and their related Minimum Vegetation Protection Zones shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as the objectives and policies of the Oak Ridges Moraine Conservation Plan. Management and restoration efforts shall also have regard for relevant guidelines as may be established by the Province from time to time.

3.2.5.17 Oak Ridges Moraine Hydrologically Sensitive Features

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3.2.5.17.1 Oak Ridges Moraine Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones are designated EPA.

3.2.5.17.2 New development within Oak Ridges Moraine Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones is prohibited in accordance with Sections 5.7 and 7.10, with the exception of uses permitted in accordance with Section 5.7.3.1.2.

3.2.5.17.3 New development within the Minimum Area of Influence associated with a Hydrologically Sensitive Feature but outside the Hydrologically Sensitive Feature itself and the related Minimum Vegetation Protection Zone may be permitted subject to the provisions of the applicable land use designation and the provisions of Section 7.10.

3.2.5.17.4 Management and restoration of Oak Ridges Moraine Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as the objectives and policies of the Oak Ridges Moraine Conservation Plan. Management and restoration

efforts shall also have regard for relevant guidelines as may be established by the Province from time to time.

3.2.5.18 Greenbelt Key Natural Heritage and Key Hydrologic Features

3.2.5.18.1 Greenbelt Key Natural Heritage Features and Key Hydrologic Features and their associated Vegetation Protection Zones are designated EPA.

3.2.5.18.2 New development within Greenbelt Key Natural Heritage Features and Key Hydrologic Features and their related Vegetation Protection Zones is prohibited in accordance with Sections 5.7 and 7.13, with the exception of uses permitted in accordance with Sections 5.7.3.1.2 and 7.13.

3.2.5.18.3 New development within 120 metres of a Greenbelt Key Natural Heritage Features within the Natural Heritage System, and within 120 metres of Key Hydrologic Features within the Protected Countryside designation, but outside the features themselves and the related Vegetation Protection Zones may be permitted subject to the provisions of the applicable land use designation and the provisions of Section 7.13.

3.2.5.18.4 Management and restoration of Greenbelt Key Natural Heritage Features, Key Hydrologic Features and their related Vegetation Protection Zones shall adhere to the Town's ecosystem principles, goals, objectives, policies and performance measures, as well as the objectives and policies of the Greenbelt Plan. Management and restoration efforts shall also have regard for relevant guidelines as may be established by the Province from time to time.

3.3 CULTURAL HERITAGE CONSERVATION

3.3.1 Introduction

Cultural heritage resource conservation is required by various pieces of Provincial legislation to be recognized in the land use planning process.

The Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value. Caledon’s cultural heritage resources represent many thousands of years of human settlement history, and may be of local, regional, provincial or national interest.

This section establishes a number of policies for cultural heritage organized around its three key components:

- Archaeology;
- Built heritage; and,
- Cultural heritage landscapes.

These policies recognize that the archaeological remains of past human activities are fragile and non-renewable, that the heritage character of the Town derives primarily from a variety of tangible nineteenth and twentieth century built forms, materials, open spaces, streetscapes and land uses, as well as the intangible cultural perceptions and oral histories of its citizens.

These policies, equally, recognize that cultural heritage landscapes and built heritage resources need to be identified, and that cultural heritage landscapes and significant built heritage resources need to be conserved. Furthermore, these policies are based on a recognition that cultural heritage resources are interrelated with the Town's natural heritage resources. For instance, much of the Town's cultural history involves the use of natural resources and the modification of the natural environment. Current attitudes toward the Town's outstanding natural features reflect a continuing evolution that is based on the historical connection between cultural heritage resources and natural heritage resources.

3.3.2 Objectives

3.3.2.1 To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community.

3.3.2.2 To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage through educational activities and by providing guidance on sound conservation practices.

3.3.2.3 To develop partnerships between various agencies and organizations to conserve and promote cultural heritage resources.

3.3.2.4 To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, the *Municipal Act*, the *Cemeteries Act* and the *Niagara Escarpment Planning and Development Act* in order to conserve Caledon's cultural heritage.

3.3.3 Policies

3.3.3.1 General

3.3.3.1.1 Public Awareness

In order to enhance opportunities for conserving cultural heritage and promoting its appreciation and enjoyment the Town shall:

a) Initiate or support promotional or educational programs;
b) Participate in promotional or educational programs of other levels of government or other agencies and groups;
c) Encourage the active participation of residents in cultural heritage conservation activities; and,
d) Name roads, streets, watercourses and other public places and facilities to recognize historical families, persons, groups, themes, activities, landscapes or landmarks of interest in the municipality.

3.3.3.1.2 Cultural Heritage Master Plan

The Town shall prepare a comprehensive Cultural Heritage Master Plan whereby the cultural heritage resources of the Town are surveyed, inventoried or otherwise examined or studied. The Cultural Heritage Master Plan may provide a basis for the establishment of additional Official Plan policies or initiatives for the conservation of cultural heritage resources. Among other things, the Cultural Heritage Master Plan will identify the interrelationship between archaeological resources, built heritage resources, and cultural heritage landscapes.

It should be understood that, while the Cultural Heritage Master Plan involves the synthesis of archaeological resources, built heritage resources and cultural heritage landscapes, the planning exercises associated with these sub-components will, by themselves, provide direction to the Town until such time as a Cultural Heritage Master Plan is completed.

3.3.3.1.3 Cultural Heritage Planning Statements

Where the concentration and/or significance of cultural heritage resources in an area requires that detailed guidance be provided to conserve and enhance the cultural heritage of an area, the Town will prepare Cultural Heritage Planning Statements. The Cultural Heritage Planning Statements will be prepared in part to guide development and redevelopment proposals. Cultural Heritage Planning Statements shall be incorporated through an amendment to this Plan. Where the Cultural Heritage Planning Statement forms part of a secondary planning process, the Cultural Heritage Planning Statement will be incorporated into this Plan by way of that secondary planning process.

In the context of conserving and enhancing the cultural heritage of an area, the Cultural Heritage Planning Statement shall address the following:

a) Historical development context of the area;
b) Existence of cultural heritage resources and their significance;
c) Priorities as to the conservation of these cultural heritage resources;
d) Redevelopment concerns;
e) Improved public access to the area or individual site;
f) The inclusion of areas of open space;
g) The provision of interpretive devices such as plaques and displays;
h) Architectural design guidelines; and,
i) Streetscape guidelines.

3.3.3.1.4 Cultural Heritage Surveys

All development or redevelopment proposals will be reviewed by the Town to determine whether a Cultural Heritage Survey is required or whether, as appropriate, a Cultural Heritage Survey will be requested. In making this determination, the Town will consider the scope of the proposal and, through reference to the archaeological master plan, built

heritage resources inventory, cultural heritage landscape inventory, or local information, the likelihood of significant cultural heritage resources being encountered.

Where a Cultural Heritage Survey is required, the proponent is encouraged to consult with the Town and other relevant agencies concerning the scope of the work to be undertaken. The Cultural Heritage Survey will be the responsibility of the proponent and must be undertaken by a qualified professional with appropriate expertise, and it should generally:

a) Identify the level of significance of any cultural heritage resources, including archaeological resources and potential, existing on and in close proximity to the subject lands; and,

b) Make recommendations for the conservation of the cultural heritage resources including whether a Cultural Heritage Impact Statement should be prepared.

3.3.3.1.5 Cultural Heritage Impact Statements

a) Where it is determined that further investigations of cultural heritage resources beyond a Cultural Heritage Survey or Cultural Heritage Planning Statement are required, a Cultural Heritage Impact Statement may be required. The determination of whether a Cultural Heritage Impact Statement is required will be based on the following:

   i) the extent and significance of cultural heritage resources identified, including archaeological resources and potential, in the Cultural Heritage Survey or Cultural Heritage Planning Statement and the recommendations of the Cultural Heritage Survey or Cultural Heritage Planning Statement;

   ii) the potential for adverse impacts on cultural heritage resources; and,

   iii) the appropriateness of following other approval processes that consider and address impacts on cultural heritage resources.

b) Where it is determined that a Cultural Heritage Impact Statement should be prepared, the Cultural Heritage Impact Statement shall be undertaken by a qualified professional with expertise in heritage studies and contain the following:

   i) a description of the proposed development;

   ii) a description of the cultural heritage resource(s) to be affected by the development;

   iii) a description of the effects upon the cultural heritage resource(s) by the proposed development;

iv) a description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and,

v) a description of how the policies and guidance of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied.

Where a Cultural Heritage Impact Statement is required, the proponent is encouraged to consult with the Town and other relevant agencies concerning the scope of the work to be undertaken.

3.3.3.1.6 Appropriate Mitigation

Where a Cultural Heritage Survey, Cultural Heritage Planning Statement or Cultural Heritage Impact Statement has identified a development property as having archaeological potential, no pre-approval site grading, servicing or other soil disturbance shall take place prior to the Town and/or appropriate Provincial Ministry confirming that all archaeological resource concerns have met licencing and resource conservation requirements.

3.3.3.1.7 Should a development proposal change significantly in scope or design after completion of an associated Cultural Heritage Survey, Cultural Heritage Planning Statement or Cultural Heritage Impact Statement, additional cultural heritage investigations may be required by the Town.

3.3.3.1.8 Appropriate conservation measures, identified in a Cultural Heritage Planning Statement, Cultural Heritage Survey or Cultural Heritage Impact Statement, may be required as a condition of any development approval. Where the Town has the authority to require development agreements and, where appropriate, the Town may require development agreements respecting the care and conservation of the affected cultural heritage resource. This provision will not apply to cultural heritage resources in so far as these cultural heritage resources are the subject of another agreement respecting the same matters made between the applicant and another level of government or Crown agency.

3.3.3.1.9 Designation

Pursuant to the *Ontario Heritage Act*, Council may by by-law designate cultural heritage resources, including individual properties, conservation districts and landscapes, and archaeological sites.

3.3.3.1.10 Securities

Where any development requiring the approval of the Town involves lands on which a cultural heritage resource(s) is to be retained the Town may, where it has the authority to do so and where appropriate, require that the applicant enter into an agreement which will provide for the retention of the cultural heritage resource(s) on the subject lands. Such agreement may also require the applicant to provide sufficient securities to

the Town for the specific purposes set out in the agreement. This provision will not apply to cultural heritage resources in so far as these cultural heritage resources are the subject of another agreement respecting the same matters made between the applicant and another level of government or Crown agency.

3.3.3.1.11 Secondary Plans

In carrying out Secondary Plans or other forms of neighbourhood planning the Town shall ensure that cultural heritage resources are identified, evaluated, and conserved. This should normally be accomplished through the preparation and inclusion of a Cultural Heritage Planning Statement within the Secondary Planning or neighbourhood planning process.

3.3.3.1.12 Public Undertakings

The Town shall ensure that cultural heritage resources are identified, evaluated and conserved prior to municipal, Regional or Provincial public works or other development activities, and where necessary, suitable mitigation measures taken.

3.3.3.1.13 Heritage Easements and Acquisitions

The Town may pass by-laws for the entering into of easements or covenants with owners of property of cultural heritage value or interest for the purposes of conservation. The Town may also acquire, by purchase, lease or donation, property of cultural heritage value or interest for the purposes of conservation.

3.3.3.1.14 Cultural and Natural Landscapes

In its consideration of all development and redevelopment proposals, the Town will have regard for the interrelationship between cultural heritage landscapes and scenic natural landscapes, in accordance with Section 3.2.3.5 of this Plan.

3.3.3.1.15 Vegetation

The Town will encourage the conservation of significant cultural heritage vegetation. Retention of significant cultural heritage vegetation shall be a consideration in the design of any development. The conservation of significant cultural heritage vegetation along streets and roads shall be encouraged by the Town, except where removal is necessary because of disease, damage or to ensure public health and safety.

3.3.3.2 Archaeology

3.3.3.2.1 Archaeological Master Plan

The Town has initiated compilation of a GIS-based inventory of registered archaeological sites and areas of archaeological potential within municipal limits. Further work is required which, together with the existing documentation, may be incorporated into an Archaeological Master Plan.

The purpose of an Archaeological Master Plan, among other matters, will be to assist in the identification of areas of archaeological potential. The Archaeological Master Plan may provide the basis for the establishment of additional Official Plan policies or other initiatives for the conservation of archaeological resources.

3.3.3.2.2 Archaeological Assessment Requirements and Proposed Development

Where an acceptable Cultural Heritage Survey, carried out in accordance with Section 3.3.3.1.4, identifies archaeological sites or areas of archaeological potential on lands proposed for development or redevelopment, or on adjacent lands, the Town shall require archaeological assessments of the lands proposed for development to be undertaken by a licenced archaeologist as a condition of approval. The archaeological assessment shall be carried out in accordance with current Provincial guidelines.

3.3.3.2.3 Where it is demonstrated that an identified archaeological site, feature or artifacts cannot be left undisturbed, appropriate mitigation will be required on the advice of a licenced archaeologist according to current Provincial guidelines.

3.3.3.2.4 In order to ensure that archaeological sites are protected, the Town may consider zoning restrictions, density bonuses, site purchases, acceptance of archaeological sites under parkland dedication, and/or designation under the *Ontario Heritage Act*.

3.3.3.2.5 Unmarked Burials

When unmarked burials are encountered, the advice of a licenced archaeologist and the Cemeteries Branch of the Ontario Ministry of Government and Consumer Services will be obtained by the land owner to ensure that the identified burial site is suitably conserved subject to the provisions of the *Cemeteries Act* and any other relevant legislation, policies or protocols. The Town will seek to establish a memorandum of understanding with the appropriate provincial ministries to enable the Town to work in conjunction with the appropriate parties to ensure that such archaeological resources are conserved.

3.3.3.2.6 Artifact Storage

All artifacts found on Town-owned property are to be reported and submitted to the Town. The Town shall ensure that the appropriate Provincial Ministry is informed of any additions made to the Town's archaeological collection. The Town, in consultation with the Region of Peel Heritage Complex, will accept donations of significant artifacts found on private land. These artifacts will be held normally by the Peel Heritage Complex, as the Region's designated repository.

3.3.3.2.7 Archaeological Contingency Planning

The Town shall prepare, with the advice of a licenced archaeologist and/or the appropriate Provincial Ministry, and adopt by by-law a *Contingency Plan for the Protection of Archaeological Resources in Urgent Situations*. This plan shall provide guidelines for immediate action where accidental discoveries or imminent threats of damage to archaeological sites occur.

3.3.3.2.8 In order to protect archaeological resources from vandalism and intentional disturbance, the Town will not publish or release information from archaeological inventories or registries except to appropriate agencies or property owners where archaeological resources are found and only in appropriate circumstances.

3.3.3.3 Built Heritage Resources

3.3.3.3.1 Caledon Heritage Committee

The Caledon Heritage Committee will continue to serve as a Local Architectural Conservation Advisory Committee (LACAC) under the *Ontario Heritage Act* to provide cultural heritage advice to Council and will undertake, subject to Council's approval, such other activities as will contribute to the Cultural Heritage Conservation goals and objectives.

3.3.3.3.2 Built Heritage Resources Inventory

An inventory of built heritage resources and their contextual landscape elements shall be prepared and maintained through the Heritage Resource Office. Inventoried built heritage resources may be considered for designation under the *Ontario Heritage Act* and/or for conservation in the Town's consideration of any proposed development or undertaking, subject to all relevant legislation.

Criteria will be developed pertaining to the significance of built heritage resources which will guide rankings within the inventory. Revisions to the initial inventory may occur as a result of additional investigations and field checks.

3.3.3.3.3 Retention/Relocation of Heritage Buildings

The Town shall encourage the retention of significant built heritage resources in their original locations whenever possible. Before such a building is approved for relocation to another site, all options for on-site retention shall be investigated. The following alternatives, in order of priority, shall be examined prior to approval for relocation:

a) Retention of the building on-site in its original use. In a residential subdivision, a heritage dwelling could be retained on its own lot for integration into the residential community;
b) Retention of the building on-site in an adaptive re-use, e.g. in a residential subdivision, a heritage dwelling could be retained for a community centre or a day care centre;

c) Relocation of the building on the development site. A heritage building, if of significant historical, architectural or contextual importance, could be relocated to another location within the proposed development; and,
d) Relocation of the building to a sympathetic site. If interest is demonstrated, the heritage building could be relocated to an available lot at a sympathetic site within the Town.

3.3.3.3.4 Second Dwellings

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In Prime Agricultural Area and General Agricultural Area and Rural Lands designations, and subject to all provisions of this Plan and any other relevant legislation and/or policy, the retention and conservation of built heritage resources containing a single-dwelling may be permitted by allowing the construction of a second single-dwelling, or the conversion of a building to a second single-dwelling, on an existing lot of record subject to all of the following:

a) The existing dwelling is designated and an easement agreement is registered under the *Ontario Heritage Act*;
b) There is adequate provision for private sewage disposal for both dwellings;
c) There is adequate provision for potable water for both dwellings;
d) All setback requirements are satisfied;
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e) For agricultural operations in the Prime Agricultural Area and General Agricultural Area designations the second dwelling or structure shall satisfy the policies of Section 5.2.3.1 a) iii) of this Plan;
f) The subject lot is outside the *Oak Ridges Moraine Conservation Plan* area;
g) Will not adversely impact surrounding land use and landscape character;
h) A rezoning;
i) No future severance of either dwelling; and,
j) Where located in, or in proximity to CHPMARA as shown on Schedule L; satisfying the Land Use Compatibility policies in Section 5.11.2.6 of this Plan.

3.3.3.4 Cultural Heritage Landscapes

3.3.3.4.1 Cultural Heritage Landscape Inventory

An inventory of candidate cultural heritage landscapes shall be prepared by the Town and maintained through the Heritage Resource Office. A cultural heritage landscape identified through this inventory shall be incorporated into the Plan by way of an Official Plan Amendment. A cultural heritage landscape identified by either this section or by a Cultural Heritage Survey will be appropriately conserved and may be considered for designation under the *Ontario Heritage Act*.

Prior to the preparation of the inventory of candidate cultural heritage landscapes, candidate cultural heritage landscapes shall be identified by the proponent of development or redevelopment proposals by way of a Cultural Heritage Surveys and, where necessary, a Cultural Heritage Impact Statements as described in Sections 3.3.3.1.4 and 3.3.3.1.5 of this Plan.

3.3.3.4.2 Heritage Conservation Districts

Where merited by the concentration and significance of cultural heritage resources, the Town may consider the establishment of a Heritage Conservation District to conserve a settlement area's unique character.

3.3.3.4.3 Prior to designating a heritage conservation district in accordance with the *Ontario Heritage Act* the Town:

a) Will by by-law define an area to be examined for future designation;
b) Will undertake a Heritage Conservation District Study to examine the character of the study area and assist in the delineation of a boundary for the proposed district;
c) Will prepare and adopt by by-law a Heritage Conservation District Plan; and,
d) Will establish for each district a District Committee that will advise Council on matters pertaining to the designated district.

3.3.3.4.4 The general principles pertaining to Heritage Conservation Districts will be refined and expanded via a Heritage Conservation District Plan. The Heritage Conservation District Plan:

a) Will delineate boundaries of the designated area and reasons for designation;
b) Will inventory existing resources;
c) Will prescribe policies, conservation and design guidelines, and other pertinent material relating to the sound and prudent management of the district's unique character;
d) Will be adopted by by-law after consultation with property owners and other interested agencies as considered appropriate;
e) Will be implemented by municipal review of heritage permit applications for changes to individual buildings within the designated district, in addition to the normal municipal permit requirements; and,
f) May be incorporated into the Official Plan by way of amendment if existing Official Plan policies and/or land use designations are considered to be unsympathetic to the protection of a particular Heritage Conservation District.

3.3.3.4.5 In reviewing proposals for the construction, demolition or removal of buildings and structures or the alteration of existing buildings within a

Heritage Conservation District, the Town will be guided by the applicable Heritage Conservation District Plan and the following general principles:

a) Heritage buildings and archaeological sites including their surroundings should be protected from any adverse effects of the development;
b) Original building fabric and architectural features should be retained and repaired;
c) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or setback substantially from the principal façade; and,
d) New construction and/or infilling should fit the immediate physical context and streetscape and be consistent with the existing heritage architecture by, among other things: being generally of the same height, width and orientation as adjacent buildings; of similar setback; of like materials and colours; and using similarly proportioned windows, doors and roof shape.

3.3.3.4.6 Within designated Heritage Conservation Districts, property owners, in consultation with the appropriate heritage district committee, will be encouraged to maintain and repair heritage buildings and seek government grants and loans for eligible conservation work to preserve the heritage character of the area.

3.3.3.4.7 Public works and landscaping within and adjacent to an inventoried Cultural Heritage Landscape or a designated Heritage Conservation District should maintain or enhance existing roads and streetscapes and be complementary to the identified heritage character of the landscape or district.

3.3.3.5 Areas with Cultural Heritage Character

3.3.3.5.1 The Town may identify through the Zoning By-law areas of existing settlements that have cultural heritage character. It is intended that:

a) Conversion, redevelopment or new construction in these areas is sympathetic to and compatible with the prevailing cultural heritage character of the area;
b) Infilling be permitted provided that heritage buildings and features are retained and not removed to create vacant parcels of developable land; and,
c) Re-development of non-residential land and/or buildings for residential purposes will be encouraged.

3.3.3.5.2 All forms of conversion or redevelopment must be sympathetic to existing cultural heritage conditions. Conversion or redevelopment shall be achieved through:

a) Retention of the original building fabric and architectural features;
b) Avoidance of alterations to principal façades;

c) Limiting the height of new additions, including garages or car ports, to the height of the existing building;
d) Placement of new additions, including garages or car ports, to the rear of the building or setback substantially from the principal façade;
e) Placement of required on-site parking behind the existing building line; and,
f) Compliance with any other policies, streetscape or community design guidelines approved by the municipality.

3.3.3.5.3 New construction should fit the immediate physical locale and streetscape by being generally of:

a) The same height and of similar width as adjacent side buildings;
b) Similar orientation of roof gables as adjacent buildings;
c) Similar setback;
d) Like materials and colours;
e) Similar proportions for windows, doors and roof shape; and,
f) In compliance with any other policies, streetscape or community design guidelines approved by the municipality.

3.3.3.6 Other Heritage Matters

3.3.3.6.1 Rehabilitation of Mineral Resource Extraction Areas of Cultural Heritage Interest

The Town is characterized by a number of historic mineral resource extraction areas of cultural heritage interest and value that include former nineteenth and early twentieth century quarries, brick works and lime kilns. The Town will encourage the rehabilitation of historic mineral resource extraction areas and will ensure that the cultural heritage attributes of such areas are considered in any program of rehabilitation. Where a historic resource extraction area comprises or forms part of a cultural heritage landscape, the area and its component features will be conserved.

3.3.3.6.2 Adaptive Re-Use in Prime Agricultural Areas and General Agricultural Areas and Rural Lands

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Where appropriate in Prime Agricultural Areas, General Agricultural Areas and Rural Lands, and in accordance with the provisions of this Plan and any other relevant legislation, regulations, policy or by-law, the retention and conservation of non-residential built heritage features, such as barns, will be encouraged through their conversion or redevelopment. Such conversion or redevelopment must be sympathetic to the original form and material of the rural structure and not hinder the operation of any existing agricultural activity on adjacent properties, and may require an MDS assessment to the satisfaction of the Town and external agencies, if there is a heritage concern.

3.3.3.6.3 Density Bonuses

Through the use of bonusing, and in the context of development applications, the Town may permit increases to the density limits applicable to a proposed development in order to conserve cultural heritage features (including retention of a heritage structure). Such bonusing should protect the existing cultural heritage feature on-site and be compatible with any cultural heritage features in the surrounding area.

3.3.3.6.4 Heritage Trust Fund

The Town shall establish a Heritage Trust Fund for the purposes of assisting heritage conservation activities. Owners of designated heritage properties within the Town will be encouraged to investigate this source of financial assistance.

3.4 FISCAL AND ECONOMIC MANAGEMENT - DELETED

3.5 HOUSING – DELETED

3.5.3.10 Additional Residential Units

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

a) *additional residential unit(s)* within the primary dwelling; and/or,

b) *additional residential unit(s)* within an accessory building or structure to the primary dwelling.

3.5.3.10.2. The severance of an accessory building or structure containing an additional residential unit will not be permitted.

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

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

b) the Town-wide Design Guidelines.

3.5.3.10.4 Intensification will not occur within Environmental Policy Areas or in areas rendered inaccessible to people and vehicles during times of flooding and/or erosion hazards.

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

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

3.5.3.10.7 Urban Residential Properties

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

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

4.0 TOWN STRUCTURE AND GROWTH MANAGEMENT

4.1 TOWN STRUCTURE

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The present and planned structure of the Town of Caledon is based on a variety of historical, geographic and demographic factors and the Principles, Directions and Goals outlined in Chapter 2. The long-term structure of the Town will also be fundamentally influenced by Provincial Plans including the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan and the Growth Plan and the Region of Peel Official Plan, which affect the entire land base of the Town of Caledon. These Plans identify areas where growth should and should not occur and how much growth Caledon should plan for, and contain direction regarding the character of this growth. These Plans also establish a policy framework for managing renewable and non-renewable resources and planning for infrastructure investments.

The key elements of the Town's structure as shown on Schedule A, Schedule A1 and/or Figure 1 include:

- Provincial Plan Areas, including the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan Areas (components of the Greenbelt Plan); the Lake Simcoe Protection Plan; the Greenbelt Plan Protected Countryside area; and the Growth Plan Policy Areas;
- A hierarchy of settlements including: Rural Service Centres, Villages, Hamlets and Industrial/Commercial Centres;
- The Palgrave Estate Residential Community;
- The Prime Agricultural Area and General Agricultural Area;

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- The Rural Lands;
- The Natural Systems;
- Major Transit Station Study Areas; and,
- Coulterville Special Study Area.

4.1.1 Hierarchy of Settlements

4.1.1.1 Introduction

A hierarchy of settlements as shown on Schedule A1 has been established to implement the Town's growth management strategy by defining the role and function of various types of settlements and allocating growth accordingly consistent with Section 2.2.2 Strategic Directions, subsection b) Settlement Patterns. Central to this hierarchy are the three Rural Service Centres and their role in implementing the Tri-Nodal Growth Strategy.

This section describes the hierarchy of settlements within the Town and establishes the intended role and function of the types of settlements within the hierarchy. General and specific policies for each of the settlements within the Rural System are provided in Section 5.10 Settlements and Chapter 7 Secondary Plans and other Detailed Area Policies. The settlement hierarchy consists of:

- Rural Service Centres;
- Villages;
- Hamlets; and,
- Industrial/Commercial Centres.

Settlement boundaries are designated on Schedules A, B, C, D, E, M and N and are shown on Figures 2 to 17 of this Plan.

4.1.1.2 Objectives

4.1.1.2.1 To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.

4.1.1.2.2 To allocate growth according to the hierarchy of settlements to foster and enhance the distinct community character of settlements in Caledon, develop Caledon as a complete community, ensure equitable and efficient provision of services, maintain a high quality of life and promote economic development and employment.

4.1.1.3 General Policies

4.1.1.3.1 Development of settlements will take place within the following hierarchy:

a) Rural Service Centres – compact, well-integrated rural towns on full piped water and sewer services.

Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.

The Rural Service Centres are Mayfield West, Bolton and Caledon East.

b) Villages – primarily residential communities that are generally focused on a historic main street or crossroads. They are smaller than Rural Service Centres and provide a limited range of services to the surrounding community.

Each village is served by a central water supply system operated by the Region and private septic systems or a communal sewage disposal system and contains one or more of the following municipal services: swimming pool, arena, library, fire hall, or community hall.

Villages serve two primary functions:

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- To provide an alternative lifestyle to the Rural Service Centres, Hamlets and the Rural Lands; and,
- To provide local convenience goods and services within the village and to the surrounding area that complements the wider range of goods and services available in the Rural Service Centres.

The Villages are the settlements of Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, and Palgrave.

c) Hamlets – small residential communities that are generally limited in size to a cluster of houses around a small historic settlement. They are smaller than Villages, and provide very limited services, if any.

Hamlets have generally experienced slow or no growth over the past planning period, and this pattern is planned to continue. Private individual water and sewage services predominate. Hamlets rely on the Villages and the Rural Service Centres for most services.

The Hamlets are Albion, Belfountain, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield.

d) Industrial/Commercial Centres – small, mixed-use settlements that provide at a small scale, a supportive function to the Rural Service Centres for industrial and commercial development. The Centres are located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of Provincial or Regional transportation routes.

The Industrial/Commercial Centres are Sandhill, Tullamore and Victoria.

4.1.1.3.2 Reclassification of a specific settlement from one settlement category to another will require an amendment to this Plan.

4.1.1.3.3 Development of settlements will take place in accordance with the population allocations and policies of Section 4.2.4 Population and Employment Forecasts, Chapter 5 Land Use Policies and Chapter 7 Secondary Plans and Other Detailed Area Policies

4.1.1.3.4 The establishment of new settlement areas will not be permitted during the planning period.

4.1.2 Palgrave Estate Residential Community

In order to provide for a variety of housing types and living styles within the Town and recognizing the demand for Rural Estate Residential development the Town is providing for estate residential development in the Palgrave Estate Residential Community. The Palgrave Estate Residential Community is designated on Schedule A1 Town Structure, and the land use designations within this area are shown on Schedule G, Development Pattern. Development within the Palgrave Estate Residential Community shall be in accordance with Sections 5.3 Rural Estate Residential and 7.1 Palgrave Estate Residential Community of this Plan and subsections thereof.

4.1.3 Prime Agricultural Area and General Agricultural Area

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The Prime Agricultural Areas and General Agricultural Areas designated on Schedule A, Land Use Plan, Schedule B, Mayfield West Land Use Plan, Schedule C, Bolton Land Use Plan, and generally coincides with a relatively large area of high capability agricultural lands recognized as Classes 1, 2 and 3 agricultural lands according to the Canada Land Inventory of Soil Capability for Agriculture through the Region of Peel Official Plan. Smaller pockets of land with lower capability for agriculture have been included in the Prime Agricultural Area.

The function of the Prime Agricultural Area and General Agricultural Area within the Town Structure is to protect and promote agricultural uses and support the conservation of agriculturally productive soils and lands.

Specific objectives and policies for the Prime Agricultural Area and General Agricultural Area designations are contained in Section 5.1 of this Plan.

4.1.4 Rural Lands

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The Rural Lands designation on Schedule A, Land Use Plan and Schedule M, Inglewood Village and Area Land Use Plan, generally coincides with those lands which demonstrate a lower capability for agriculture and contain extensive lot fragmentation. The Rural Lands are an important component of the Town's land base with its open countryside, scenic vistas, built and cultural heritage landscapes, agricultural activities and interrelationships with villages and hamlets.

Lands within this designation are generally located within the major upland physiographic or landform units of the Town including the Oak Ridges Moraine and the Niagara Escarpment.

OPA 237 The function of the Rural Lands within the Town structure is to protect the open rural character and rural lifestyle of the countryside, protect existing agricultural uses and encourage appropriate new agricultural and appropriate rural economic development uses.

Specific objectives and policies for the Rural Lands are contained in Section 5.2 of this Plan.

4.1.5 Natural Systems

At a broad scale, Natural Heritage Systems are defined and protected in the Provincial Plans and the Region of Peel Official Plan. At a Town-scale, the Caledon Official Plan has defined and protected an extensive local Natural Heritage System through its Ecosystem Planning Strategy, the Environmental Policy Area designation as shown on the Schedules of this Plan and associated policies in Sections 3.2 Ecosystem Planning and Management and 5.7 Environmental Policy Area of this Plan.

As a result of the Town's unique combination of significant Regional landforms and ecosystems, the identification and protection of natural systems is a key defining element of the Town structure.

4.1.6 Major Transit Station Study Areas

4.1.6.1 Introduction

Major Transit Station Areas are defined in the Growth Plan as the area around higher order transit stations and major bus depots within urban cores. These areas provide opportunities for focusing intensification and higher density residential, commercial and employment uses that will contribute to the viability of transit services and the creation of complete communities by providing housing diversity, convenient access to jobs, local services and public transportation. Major Transit Station Areas also contribute to the achievement of the intensification and Greenfield Density targets set out in the Growth Plan.

Major Transit Station Areas generally are defined in the Growth Plan as "the area within an approximate 500m radius of a transit station, representing about a 10 minute walk." Major Transit Station Areas are to be "designated in official plans and planned to achieve increased residential and employment densities".

The Region of Peel Official Plan requires the area municipalities to identify intensification areas such as Major Transit Station Areas and encourages the area municipalities to require a minimum density of 100

residents and jobs combined per hectare around major transit stations within the designated Greenfield area.

Caledon has two areas that may potentially be identified as Major Transit Station Areas. A GO Transit rail station will be located in Bolton and Mayfield West and is expected to be serviced by an enhanced bus service. These communities are identified as Rural Service Centres where growth is to be focused and are the most appropriate locations in Caledon to consider planning for higher density transit-oriented development nodes.

Studies will be required to examine the potential to create Major Transit Station Areas in Bolton and Mayfield West and to determine the most appropriate development areas, mix of land uses, density and community planning policies. The potential for a Major Transit Station Area may be examined as part of a municipal comprehensive review being undertaken in support of a settlement boundary expansion. In the case of Bolton, the review of the potential for a Major Transit Station Area will address the long-term use of existing employment lands in the vicinity of the GO station.

Two Study Areas in and adjacent to Bolton and Mayfield West have been indicated conceptually on Schedule A1 to generally identify the area that may be included in the Major Transit Station Area Studies.

4.1.6.2 Objectives

4.1.6.2.1 To support the Town's Growth Management objectives and objectives regarding community form and complete communities by defining the general geographic areas within which the Town will undertake studies to examine the potential to identify Major Transit Station Areas and the appropriate configuration and character of these areas. The studies may be undertaken as part of a municipal comprehensive review being undertaken in support of a settlement boundary expansion.

4.1.6.3 Policies

4.1.6.3.1 The Town of Caledon will initiate studies to examine the potential to locate Major Transit Station Areas in Bolton and Mayfield West and refine the conceptual Study Areas shown on Schedule A1 of this Plan.

4.1.6.3.2 Where it has been determined that it is appropriate to locate a Major Transit Station Area, further study will be undertaken to determine the appropriate boundaries and function of the Major Transit Station Area, and develop a Secondary Plan for the Area.

4.1.7 Coulterville Special Study Area

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The Coulterville Special Study Area denotes an area within the Rural Lands land use designation which contains outstanding natural environmental features and cultural heritage features as well as intensive and less intensive tourism development and extensive areas of aggregate

extraction. This area has the potential for additional tourism and recreational opportunities.

The Coulterville Special Study Area has been identified as the study area for an examination of appropriate after uses for the aggregate extraction areas and the development of detailed policies to ensure that such uses will be complementary to the natural environmental features and the cultural heritage features within the Study Area, as well as continuing aggregate extraction and the Caledon High Potential Mineral Aggregate Resource Areas within and in proximity to the Study Area. Detailed policies developed through the Study will be in conformity with the Niagara Escarpment Plan, the Greenbelt Plan, the Region of Peel Official Plan and the Caledon Official Plan.

Specific objectives and policies for the Coulterville Special Study Area are contained in Section 5.2.6 of this Plan.

4.1.8 Community Form and Complete Communities

4.1.8.1 Introduction

The Provincial Growth Plan encourages cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. Communities built in designated Greenfield Areas are to be compact and transit-supportive. Intensification Areas are to be planned and designed to provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.

The relationship between community design and public health has been recognized by the medical and planning professions. The Region of Peel Official Plan expresses the intent to, jointly with the area municipalities, develop an assessment tool for evaluating the public health impacts of development proposals as part of the approval process and to raise awareness of public health issues related to planning through partnerships with the public and private sectors.

The Town of Caledon, as a large rural area containing settlements of various sizes and functions, including a number of emerging urban centres, is a "community of communities". The Town is planned, as a whole, to function as a complete community, providing the necessary living accommodation, employment and services to its residents. This is the basis for the Growth Management Strategy described in Section 4.1.1.

4.1.8.2 Objectives

4.1.8.2.1 To plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.

4.1.8.2.2 To protect and promote human health through community planning and design.

4.1.8.3 Policies

4.1.8.3.1 Community plans and Secondary Plans will contain policies to ensure that Caledon's settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan.

4.1.8.3.2 Caledon will participate jointly with the Region of Peel and area municipalities in the preparation of an assessment tool for evaluating the public health impacts of development proposals.

4.1.8.3.3 Caledon will work jointly with the Region of Peel and area municipalities to raise awareness of public health issues related to planning.

4.2 GROWTH MANAGEMENT

4.2.1 Intensification

4.2.1.1 Introduction

To make better use of land and infrastructure, the Province has included policies in the Growth Plan to promote compact urban form, intensification and redevelopment, including an intensification target for the upper- and single-tier municipalities in the Greater Golden Horseshoe. By the year 2015 and for each year thereafter, a minimum of 40 percent of all residential development occurring annually will be within the built-up area.

The Province has issued mapping of the built-up area which is defined as the area that was built as of June 2006. The built-up area for Caledon is shown on Figure 1. Areas within existing settlements that were not built as of June 2006 are identified as the designated Greenfield Area. Small rural settlements do not have a defined built-up area and are identified as undelineated built-up areas. All development within the undelineated built-up area is considered intensification.

The Provincial Growth Plan also requires all municipalities to develop an intensification strategy and policies to phase in intensification and achieve the intensification target. Intensification strategies will identify appropriate areas for intensification, such as intensification corridors, urban nodes, Major Transit Station Areas and other intensification areas and identify the appropriate type and scale of development in these areas.

The Region of Peel has included mapping of the built-up area, the undelineated built-up area and the designated Greenfield Area in its Official Plan and established Regional intensification targets. The Regional Plan requires the area municipalities to address the Growth Plan policies and targets in their growth management and phasing strategies.

Caledon is specifically directed to include policies for the Rural Service Centres addressing the Regional Greenfield density and intensification targets. The Region will only consider approving settlement boundary expansions for Rural Service Centres if they contribute to the achievement of the Regional minimum intensification targets and the Regional Greenfield density target established for 2031.

Caledon, as a mainly rural municipality, has a limited potential for intensification within the built-up area defined by the Province. Opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre and, to some degree in the rural settlements identified as undelineated built-up area. Intensification strategies will differ among communities with full municipal services, communities on partial municipal services and communities serviced by private systems. There is also an opportunity for intensification in the rural area through secondary suites and other forms of housing on existing lots. Caledon will make an appropriate contribution to the achievement of the Regional intensification targets based on the opportunities identified in the Caledon Intensification Strategy.

4.2.1.2 Objectives

4.2.1.2.1 To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.

4.2.1.2.2 To ensure that intensification occurs in an appropriate manner in keeping with the role and function of Caledon's communities according to the hierarchy of settlements within the Town Structure through the preparation of an intensification strategy, community design guidelines and other measures.

4.2.1.3 Policies

4.2.1.3.1 Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers to intensification, where consistent with Section 3 of the Provincial Policy Statement.

4.2.1.3.2 Caledon will prepare an intensification strategy that will identify: opportunities for intensification appropriate to the role and function of Caledon's communities within the Town structure and the availability of community infrastructure, water and wastewater services to support intensification; appropriate areas for focusing intensification, such as intensification corridors, urban nodes, Major Transit Station Areas and other appropriate intensification areas; the appropriate type and scale of development in intensification areas; barriers to intensification and measures for overcoming identified barriers.

4.2.1.3.3 Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods and the rural area such as Apartments-in-Houses, coach houses (apartments above garages), and duplexes in accordance with Section 5.10.3.14 of this Plan.

4.2.1.3.4 To 2031, the minimum amount of residential development allocated within the built-up area shall be 1,500 units.

4.2.2 Greenfield Density

4.2.2.1 Introduction

To create compact, efficient and complete communities, the Growth Plan requires that Greenfield development within each upper or single-tier municipality be planned to meet a density target of 50 residents and jobs combined per hectare.

In response to this Provincial direction the Region of Peel Official Plan states that the Region plans to achieve a minimum Greenfield density of 50 residents and jobs combined per hectare by 2031. The Region will only consider approving settlement boundary expansions for Rural Service Centres if they contribute to the achievement of the Regional minimum Greenfield Density Target established for 2031. Regional approval will be required for expansions to rural settlement areas if the expansion will adversely affect the achievement of the Regional Greenfield density target.

Caledon will make its best efforts to contribute to the achievement of the Regional Greenfield Density Target, however, this will be very difficult as employment lands in Caledon are generally at a density far below the Greenfield Density Target and are not expected to achieve 50 jobs per hectare in the future. Compensating for lower density employment lands will necessitate higher residential and population-related employment densities in the Rural Service Centres. Higher densities may be accommodated in part through the development of high density nodes such as the potential Major Transit Station Areas, but would not be desirable in residential neighbourhoods due to the lack of public transit and other necessary services and objectives for community form and character.

The Palgrave Estate Residential Community is shown as an estate community in the Region of Peel Official Plan and on Figure 1 of this Plan and is excluded from calculations of Greenfield density targets.

4.2.2.2 Objectives

4.2.2.2.1 To optimize the use of the Designated Greenfield Area.

4.2.2.2.2 To achieve compact urban forms within the Designated Greenfield Area.

4.2.2.3 Policies

4.2.2.3.1 Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.

4.2.2.3.2 Caledon will, through its community planning initiatives, identify higher density urban nodes and intensification corridors in appropriate locations within the Designated Greenfield Area to contribute to the achievement of the overall Regional Greenfield Density Target.

4.2.2.3.3 Should a Major Transit Station be located in Caledon, Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.

4.2.2.3.4 Caledon will support and plan for innovative means of contributing to the achievement of the Regional minimum Greenfield Density Target in residential neighbourhoods in the Designated Greenfield Area such as *additional residential units* and *multiplexes*.

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4.2.3 Settlement Expansions

4.2.3.1 Introduction

An Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of any settlement area. As the boundaries of the Rural Service Centres in Caledon are designated in the Region of Peel Official Plan, a Regional Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of a Rural Service Centre. A municipal comprehensive review is required to expand the boundary of a Village, Hamlet or Industrial Commercial Centre. The Region of Peel Official Plan lists the matters that must be addressed through the municipal comprehensive review in Section 7.9.2.12. The Region will determine if a municipal comprehensive review demonstrates that the requirements of section 7.9.2.12 of the Regional Official Plan are met. The Town of Caledon Official Plan lists the matters that the Town requires to be addressed in a municipal comprehensive review in Section 4.2.3.3.1, based on provincial and regional requirements and local considerations.

4.2.3.2 Objectives

4.2.3.2.1 To provide for orderly and efficient residential, commercial and industrial growth within settlements.

4.2.3.2.2 To satisfy the land need to accommodate the population and employment forecasts in this Plan.

4.2.3.2.3 To manage growth based on the growth forecasts and intensification policies and Greenfield density objectives of this Plan.

4.2.3.2.4 To optimize the use of the existing and planned infrastructure and services.

4.2.3.3 Policies

4.2.3.3.1 Expansions to settlements will require an amendment to this Plan and shall be undertaken through a municipal comprehensive review that will address the following:

a) How the proposed expansion is based on the population and employment forecasts and population allocations in Tables 4.1 to 4.6 of this Plan;

b) Protection and enhancement of natural environmental, and cultural resources, including identification of a natural heritage system;

c) The potential impact of the expansion on the function and character of the community including those lands in neighbouring municipalities;

d) The expansion is a logical and contiguous addition to the existing settlement;

e) The ability to provide the necessary Regional infrastructure and services including Regional and local transportation infrastructure, water and wastewater servicing in a financially and environmentally sustainable manner;

f) Fiscal impact;

g) Sufficient opportunities as determined by the Region to accommodate forecasted growth contained in Section 4.2.4 of this Plan through intensification and in designated Greenfield areas are not available in Caledon;

h) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and reasonable alternative locations on lands with lower priority in the Prime Agricultural Area;

i) The preparation and conclusions of watershed and sub-watershed studies that also address impacts in neighbouring municipalities within the watershed or sub-watershed area;

j) Compliance with minimum distance separation formulae;

k) The provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan and the Greenbelt Plan;

l) Conformity with the objectives and policies of the Region of Peel Official Plan; and, the principles, strategic direction, goals, objectives and policies of this Plan;

m) The expansion makes available sufficient lands for a time horizon not exceeding the timeframe of this Plan;

n) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the Regional and municipal intensification and density targets;

o) Mitigation of impacts of settlement area expansions on agricultural operations which are adjacent to or close to the settlement area to the greatest extent feasible;

p) The sustainability objectives and policies of Section 3.1 of this Plan;

q) The proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan; and,

r) In determining the most appropriate location for expansions to the boundaries of settlement areas, the policies of Section 2 and 3 of the Provincial Policy Statement, 2005 are applied.

4.2.4 Population and Employment Forecasts and Allocations

4.2.4.1 Introduction

The Town's total population and employment forecasts and related population allocations within specific settlements or land use areas are based on the Plan's Principles, Strategic Direction and Goals. The forecasts are consistent with the broader framework of population and employment forecasts for the Region of Peel and the Greater Golden Horseshoe as set out in Schedule 3 of the Provincial Growth Plan and the allocation of the Region's population and employment growth to the area municipalities contained in Table 3 of the Region of Peel Official Plan. The population growth allocations contained in the Growth Plan and Table 3 of the Region of Peel Official Plan include the 2001 Census undercount of 4.2%. The Census undercount represents existing population that was not accounted for in the Census, but which has been identified through other information sources. The population allocations in Table 3 of the Region of Peel Official Plan represent the total population for the purpose of planning services and infrastructure.

The population forecasts in this section include the Census undercount and are consistent with the Regional population growth allocations to Caledon in Table 3 of the Region of Peel Official Plan.

4.2.4.2 Objectives

a) To establish population and employment forecasts and allocations based on the Plan's Strategic Directions, Principles and Goals and the allocation of population and employment growth by the Region of Peel in conformity with the Provincial Growth Plan;

b) To utilize the population and employment forecasts and the population allocations in establishing a planning framework; and,

c) To encourage an optimum population and employment balance for the purposes of live/work relationship and fiscal sustainability.

4.2.4.3 Policies

4.2.4.3.1 The 2021 and 2031 population and employment forecasts for the Town of Caledon over the Plan Period are detailed on the following Table 4.1. The 2031 population and employment forecasts and the 2031 population allocations assigned in Tables 4.2 through 4.6 will be used as a guide to:

- Manage both population and employment growth within the Town;
- Plan for the provision of hard and soft services;
- Establish land area requirements; and,
- Enhance the relationship between local employment and population growth.

The 2021 population and employment forecasts are included as reference numbers in order to monitor progress towards the 2031 population and employment forecasts.

4.2.4.3.2 Adjustments to Town-wide forecasts on Table 4.1 will generally be made as a result of a Provincial review of the forecasts in Schedule 3 of the Growth Plan and the associated review by the Region of Peel of the growth allocations to the area municipalities in Table 3 of the Region of Peel Official Plan. Adjustments to the population and employment allocations for specific communities will be considered by amendment to this Plan, when further detailed studies, such as the Village Studies, have determined specific population allocations for these settlements for the planning period.

TABLE 4.1 Population and Employment Forecasts

Year	Population	Employment
2021	87,000	40,000
2031	108,000	46,000

Note: Population figures include a Census undercount of 4.2%.

4.2.5 Population Allocations – General

4.2.5.1 Population allocations for 2031 have been assigned in Tables 4.2 through 4.6 to settlement categories, specific settlements and land areas generally based on: the Plan's principles, strategic direction and, goals, consistent with the Town-wide forecast contained in Table 4.1.

4.2.5.2 Population allocations for 2021 have been established as reference numbers in order to measure progress towards the assigned 2031 population allocations.

TABLE 4.2 Population Allocations by Settlement Category or Land Use Area

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
OPA 237 Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
Total	**87,001**	**108,000**

4.2.6 Population Allocations – Rural Service Centres and Villages

4.2.6.1 The 2021 and 2031 Population Allocations for Bolton, Caledon East and Mayfield West have been assigned subject to any adjustments made in accordance with Section 4.2.4.3.2 of this Plan.

4.2.6.2 The 2016 population for Caledon East is 6,400 and shall not be exceeded before this date.

TABLE 4.3 Population Allocations - Rural Service Centres

Population Allocations	2021 Population	2031 Population
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West [(1)]	18,179	26,744
Total	**54,825**	**75,054**

(1) The population allocation for Mayfield West includes 11,587 population allocated to Mayfield West Phase 1. This number includes the Census undercount.

4.2.6.3 The 2021 and 2031 Population Allocations for the Villages in Table 4.2 and Table 4.4 represent interim budget population allocations only, pending completion of the Village Studies. The completion of these studies will determine the actual population allocation for each of the Villages as well as refine the total population allocation for all of the Villages. Until these studies are completed and the appropriate Official Plan Amendment(s) are approved, the historically established population for each Village will be used to regulate the population to be accommodated in these communities.

A Village Study has been completed for Inglewood Village, therefore, the 2021 Inglewood population number shown in Table 4.4 represents the assigned 2021 population allocation for Inglewood.

TABLE 4.4 Population Allocations - Villages

Population Allocations	2021 Population	2031 Population
Total - (from Table 4.2)	7,428	7,428
Historically Established Populations		
Alton	1,530	
Caledon	1,850	
Cheltenham	1,130	
Mono Mills	860	
Palgrave	1,025	
Individual Village Population Allocations	**2021 Population**	
Inglewood	1,262	

4.2.6.4 If, as a result of the Village Studies, population for the Villages remain unassigned from the interim budget allocations noted in Table 4.2, or 4.4, such residual may be reallocated to other settlements in accordance with Section 4.2.4.3.2.

4.2.7 Population Allocations - Hamlets, Industrial/Commercial Centres and Rural

4.2.7.1 The Hamlet population allocations contained in Table 4.5 reflect the historically established populations for these communities. They will be used as a guide only, in regulating the population to be accommodated within the existing settlement boundaries.

TABLE 4.5 Population Allocations - Hamlets

Population Allocations	2021	2031
Total - (from Table 4.2)	1,343	1,343
Historically Established Populations		
Albion	92	
Belfountain	520	
Campbell's Cross	125	
Cataract	280	
Claude	38	
Melville	33	
Mono Road	88	
Terra Cotta	250	
Wildfield	110	

4.2.7.2 The Industrial/Commercial Centres population allocations in Table 4.6 generally reflect the historically established populations for these settlements. The historically established populations will be used as a guide only in regulating the population to be accommodated within the existing settlement boundaries.

TABLE 4.6 Population Allocations -Industrial/Commercial Centres

Population Allocations	2021 Population	2031 Population
Total - (from Table 4.2)	175	175
Historically Established Populations		
Sandhill	55	
Tullamore	50	
Victoria	71	

4.2.7.3 Development of Rural land over the Planning Period will be limited to the population allocation identified in Table 4.2.

5.0 LAND USE POLICIES

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The Schedules to this Plan identify various land use designations that apply to lands within the Town of Caledon. The policies pertaining to the specific land use designations identified on the Schedules to this Plan are outlined in this Chapter.

As described in Section 1.5, the entire land base of the Town of Caledon is subject to Provincial Plans: the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan; the Lake Simcoe Protection Plan; the Greenbelt Plan; and the Growth Plan for the Greater Golden Horseshoe. The policies of this section must, therefore, be read in conjunction with those Plans and all other applicable policies of this Plan, including policies derived from those Provincial Plans. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the policies of the PPS and Provincial Plans.

In addition to the specific land use designation policies contained in this Plan, other policies of this Plan are generally applicable to lands within the Town and may also apply to specific land use designations.

5.1 AGRICULTURAL AREA – DELETED

5.2 RURAL LANDS – DELETED

5.3 RURAL ESTATE RESIDENTIAL - DELETED

5.4 COMMERCIAL

5.4.1 Introduction

The following Section provides the policies applicable to commercial development in the Town.

5.4.2 Objectives

a) To provide a wide range of retail and personal service opportunities in the Town for local residents.

b) To support the development and strengthening of existing commercial areas in the Town.

c) To capture the outflow of commercial expenditures currently leaving the municipality.

d) To recognize the value of tourism to strengthen the local economy.

5.4.3 General Policies

5.4.3.1 Commercial development within the Town will be focused primarily in the Rural Service Centres of Mayfield West, Bolton, and Caledon East in order to concentrate commercial retail and service facilities within the Town; maximize the opportunities to provide a wider range of shopping facilities to the residents; and, promote the recapturing of commercial retail/service dollar outflows from the Town.

5.4.3.2 Commercial development of a small scale will also be encouraged in the Industrial/Commercial Centres of Sandhill, Tullamore and Victoria, and will be primarily focused on providing commercial services to the travelling public and local residents. Recognizing the transitional nature of the Tullamore Industrial/Commercial Centre at the gateway to Caledon, a wider range of retail and service commercial uses may be permitted to accommodate contemporary retail formats to adequately service the area.

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5.4.3.3 Secondary commercial growth of a convenience type for local residents, or to provide a limited range of services to the travelling public, will also be permitted within the Villages and Hamlets.

5.4.3.4 Commercial growth will not be permitted outside of designated settlements, to ensure that the policy direction of Sections 5.4.3.1, 5.4.3.2, and 5.4.3.3 is adhered to, and to discourage commercial uses from intruding into the rural environment in a haphazard and scattered manner.

5.4.3.5 The predominant use of lands designated as Commercial on Schedules B, B-2,C, C-1, C-3, C-6, D, E, N, R and T to this Plan shall be for commercial uses subject to the provisions of Sections 5.4.3, 5.4.4, 5.4.5, 5.4.6, 5.4.7, 5.4.9, 5.4.10, 5.4.11, and 5.10 of this Plan, provided that such uses are identified as commercial in an implementing Zoning By-law.

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5.4.3.6 Commercial uses shall also be permitted within the Settlement Areas outlined in this Plan in Figures 2-17 inclusive, in accordance with the

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provisions of Sections 5.4.3, 5.4.8, 5.4.9 and 5.10 of this Plan, provided that such uses are identified as commercial in an implementing Zoning By-law.

5.4.3.7 New commercial designations shall be discouraged on Schedules C, C-1, C-3, C-6 and E during the planning period unless in accordance with the provisions of Sections 5.4.7, 5.10, 7.3 or 7.7. The need for additional commercial lands may be identified during a five (5) year review of the Official Plan. Additional commercial lands may be designated or zoned in the remaining settlement areas subject to: the policies of Section 5.4; sufficient demand for these commercial uses; and, provided that the impacts on existing commercial uses, within the trading area, have been addressed to the Town's satisfaction.

5.4.3.8 Within any areas designated as Commercial, public uses shall be permitted subject to the Public Use policies in Section 5.15 of this Plan, except that open storage ancillary to such uses may be restricted or prohibited in the implementing Zoning By-law.

5.4.3.9 Unless otherwise specified in Section 5.4, 5.10, 7.3, 7.7 or 7.12, in areas designated commercial, mixed residential/commercial uses shall not be permitted.

5.4.3.10 Unless otherwise specified in Section 5.4 or 5.10, in areas designated as Commercial, ancillary residential uses and parking lots may be permitted in the implementing Zoning By-law.

5.4.3.11 Any buildings, structures or lands which are within a designated Commercial Area, or proposed for Commercial use, may be reviewed by Heritage Caledon for their historic, architectural, aesthetic or scenic interest. If any such property is considered to exhibit heritage significance, Council may designate the property as a heritage site pursuant to the *Ontario Heritage Act, RSO 1990*; and that property may then be subject to any conditions that are deemed appropriate in accordance with that Act and the Heritage Conservation policies in Section 3.2 of this Plan.

5.4.3.12 Holding Zone Commercial

5.4.3.12.1 Lands designated commercial may be zoned Holding Zone - Commercial in the implementing Zoning By-law in accordance with the provisions of Section 6.2.6. The Holding Zone may be removed subject to the following conditions, as appropriate:

a) Completion of a Commercial Impact Study;

b) Approval of a Secondary Plan, or development plan which addresses transportation issues, adjacent land use compatibility and other relevant areas identified by the Town;

c) Appropriate services are available; and,

d) Other relevant conditions identified by the Town.

5.4.3.13 Commercial Impact Study

5.4.3.13.1 A Commercial Impact Study may be required when the following is applicable:

a) Where lands are zoned Holding Zone - Commercial in the implementing Zoning By-law and the lifting of these Holding Provisions are requested; or,

b) Where there is a major new commercial designation proposed in any settlement.

Notwithstanding the above, a Commercial Impact Study may be required for the Bolton Community Shopping Centre Commercial Area, and local commercial sites in the Bolton Area. In addition, any major commercial development proposed on existing commercial designated/zoned lands will be required to either prepare a Commercial Impact Study or additional commercial impact assessment work.

5.4.3.13.2 A Commercial Impact Study will include, as appropriate, the following:

a) An examination of the trading area (existing and potential), the related impacts of the proposed uses on existing uses, and an assessment of the need for the proposed uses;

b) A thorough examination of the proposal including:

i) the appropriate siting of the use as it would best serve the trading area, the uses proposed and the design parameters of the site proposed;

ii) the transportation network related to the proposed site, including network links for possible future public transit systems, and its existing/potential capacity to accommodate the proposed uses(s); and,

iii) a complete analysis of the site area to ensure there is adequate provision for potential expansion of the use, access/egress locations, on-site parking, loading, screening, buffering, and other areas considered appropriate including the design policies in Section 5.4.9.

5.4.3.14 Commercial lands will be further classified as: General Commercial; Highway Commercial; Local Commercial; Community Shopping Centre Commercial; Commercial – Medical Centre, Commercial – Financial Office, and Village Commercial, with each type of land use being identified in separate commercial classifications in the implementing Zoning By-law.

a) Commercial – Medical Centre applies to a specific site in Bolton which will accommodate a medical centre on lands adjacent to the Bolton Community Shopping Centre designation.

b) Commercial – Financial Office applies to a specific site in Bolton which will accommodate a financial office (bank) on lands located within the northwest quadrant of the Highway 50 – McEwan Drive West intersection.

5.4.3.15 Commercially-related recreational uses will be permitted in the Highway Commercial, General Commercial and Community Shopping Centre Commercial Areas subject to being identified in the implementing Zoning By-law. Such uses may include an art gallery, bowling alley, curling rink, dance hall, fitness centre, an ice rink, indoor theatre, mini-golf, a racquet club, roller rink and other similar uses.

5.4.3.16 OPA226 Within the ORMCPA or the Greenbelt Protected Countryside designation, commercial uses shall also be subject to the policies of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the policies of the PPS and Provincial Plans.

5.4.3.17 Drive-through Service Facilities

5.4.3.17.1 Notwithstanding any other provision of this Plan, drive-through service facilities shall only be permitted on certain lands within the Rural Service Centres of Bolton and Mayfield West, the Industrial/Commercial Centres of Tullamore, Victoria and Sandhill, and on lands designated as commercial along Hurontario Street (Highway 10) and Charleston Sideroad (Regional Road 24) in Caledon Village in accordance with the applicable commercial policies specific to these areas.

5.4.3.17.2 Drive-through service facilities may be considered in Caledon East, Villages and Hamlets where it can be demonstrated that the intent of the Plan regarding Caledon East, Villages and Hamlets can be preserved and subject to site plan control and the Industrial/Commercial Design Guidelines of the Town of Caledon.

5.4.3.17.3 Drive-through service facilities, either developed as a stand-alone facility or in combination with any other use(s), should be compatible with existing and future land uses.

5.4.3.17.4 The Town's Comprehensive Zoning By-Law and the Industrial/Commercial Design Guidelines will be applied to ensure that drive-through service facilities are compatible with other land uses, to promote an attractive streetscape, and to minimize conflict between pedestrians and automobiles.

5.4.3.17.5 The development of a drive-through service facility shall be considered only where it can be demonstrated through studies, to be determined during pre-consultation with the Town, that all the components of the drive-through service facility including the queuing lane, order station, and any feature which has the potential to generate noise, have appropriate setback(s) when abutting a residential zone or a lot containing a residential use, or any other sensitive land use such as institutional, open space, and EPA zones.

5.4.3.17.6 For the purpose of establishing setback(s) from sensitive land use(s), proponents will be required to submit appropriate studies, to be determined during pre-consultation with the Town, to identify potential impacts of the proposed facility and determine mitigation measures that will minimize the impacts on surrounding sensitive land use(s). Studies submitted by proponents shall be peer reviewed by professional consultant(s) selected by the Town.

5.4.3.17.7 The Town will develop Terms of Reference to accept proponents in preparing the studies for determining setback(s) from sensitive land use(s), including the process for retaining peer review consultant(s) by the Town with costs of the peer review to be borne by the proponent.

5.4.3.17.8 All applications made under the *Planning Act* or the *Condominium Act, 1998*, which were commenced on or after August 14, 2012 (the date this Plan came into effect) are required to conform to the policies of this Plan.

5.4.4 General Commercial

5.4.4.1 General Commercial applies to the core areas and other specific sites within the Rural Service Centres. General Commercial permits uses which consist of a wide range of retail and service activities, including such uses as accommodation, apparel, automotive, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant, and other similar uses and are subject to the general policies and general design policies in Section 5.4.3 and 5.4.9.

5.4.4.2 General Commercial uses shall be permitted on lands designated General Commercial on Schedule B, subject to the provisions of Section 7.12.9.2, on Schedule B-2, subject to the provisions of Section 7.14.14 on Schedule C subject to the provisions of Section 5.10.4.5.3, on Schedule C-1 subject to the provisions of Section 7.3, and on Schedule D subject to the provisions of Sections 7.7.7, and 7.7.8.2.

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5.4.5 Highway Commercial

5.4.5.1 Highway Commercial applies to those commercial areas within the Rural Service Centres and Industrial/Commercial Centres that provide for a wide range of service opportunities for the travelling public. Such areas shall be located at key points along major highways/arterials for accessibility and visibility. Highway Commercial Uses shall include the following: tourist accommodation, automotive, recreation, restaurant, and other similar uses, and such uses shall be permitted subject to the general policies and general design policies in Section 5.4.3 and 5.4.9.

5.4.5.2 Highway Commercial Uses shall be permitted in the Bolton Highway 50 Commercial Area shown on Schedule C subject to Section 5.10.4.5.5, in the Highway Commercial areas shown on Schedule N and Schedule T, and also in the Industrial/Commercial Centres subject to Section 5.10.7.

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5.4.5.3 Notwithstanding the uses outlined in Section 5.4.5.1 a clinic shall be permitted in Part of Lot 3, Concession 7, former Township of Albion (12599 Regional Road 50).

5.4.5.4 Notwithstanding the uses outlined in Section 5.4.5.1, it is recognized that the Tullamore Industrial/Commercial Centre is transitioning toward a more urban development pattern. A wider range of retail and service uses shall be permitted in the Tullamore Industrial/Commercial Centre in order to accommodate contemporary retail formats.

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5.4.6 Community Shopping Centre Commercial

5.4.6.1 Community Shopping Centre Commercial applies to large sites or districts in the Rural Service Centres where a wide range of retail, service, and office commercial uses are concentrated and form an integrated shopping complex. Community Shopping Centre Commercial permits a wide range of retail, service, and office commercial uses, in accordance with the General Commercial uses detailed in Section 5.4.4.1, except that motor vehicle sales, rental or leasing agencies, accommodation, and ancillary residential uses, shall be discouraged from locating in this area. Such uses shall be subject to the general design policies in Section 5.4.9.

5.4.6.2 Notwithstanding the uses outlined in Section 5.4.6.1, development within the Community Shopping Centre Commercial area is encouraged to include a community service component, such as day care, library, theatre or similar service facilities.

5.4.6.3 Community Shopping Centre Commercial uses shall be permitted on lands designated Bolton Community Shopping Centre Commercial Area on Schedule C, subject to the provisions of Section 5.10.4.5.3.3, 5.10.4.5.3.4 and 5.10.4.5.7.

5.4.7 Local Commercial

5.4.7.1 Local Commercial applies to small scale commercial sites in residential areas within Rural Service Centres that provide a limited range of goods and services. Local Commercial Uses consist of limited small scale retail and service uses that are designed to serve the day to day needs of the surrounding neighbourhood including such uses as convenience variety stores, dry cleaners and beauty/barber shops, and such uses shall be subject to the general policies and general design policies in Section 5.4.3 and 5.4.9. Ancillary residential uses shall be discouraged.

5.4.7.2 Local Commercial uses shall be permitted in the Bolton Rural Service Centre subject to Section 5.10.4.5.3.

5.4.8 Village Commercial

5.4.8.1 Village Commercial uses consist of a range of small village scale commercial uses to provide convenience to local residents or provide a limited range of services to the travelling public, and shall include on a limited scale, the general and highway commercial uses as described in

Section 5.4.4.1 and 5.4.5.1. Such uses shall be subject to the general design policies in Section 5.4.9.

5.4.8.2 Village Commercial uses shall be allowed on: the Commercial lands designated on Schedule E, Caledon Land Use Plan; the Mixed-Use lands designated on Schedule M, Inglewood Village and Area Land Use Plan; and within the other Villages and the Hamlets. Development of these uses shall be subject to the provisions of Section 5.10 Settlements, in addition to the following:

a) The commercial development shall be by use and site layout in harmony with the character of the surrounding community and any existing heritage streetscape including;

   i) the established pattern of uses and setbacks on the street;

   ii) the profile and the general massing of surrounding buildings;

   iii) the general physical orientation of existing buildings; and,

   iv) the heritage landscape qualities of the street.

b) The proposed commercial uses are generally clustered with existing commercial uses to form a commercial core within the settlement;

c) Mixed commercial/residential uses shall be permitted, on commercially designated/ zoned lands if permitted by the Zoning By-law; and,

d) Limitations of the uses allowed on the site due to servicing constraints.

5.4.9 General Design Policies

5.4.9.1 All Commercial development permitted in Sections 5.4, shall be subject to the following General Design Policies to ensure that the development will have a high standard of site and building architectural design, appropriate buffering from possible adjacent residential uses, a safe and efficient design for internal and external vehicular/pedestrian circulation, and an adequate supply of parking/loading facilities on-site including:

a) The architectural design and development of commercial districts shall encourage a variety of massings of commercial buildings, which shall be compatible with the scale of the surrounding community and shall discourage linear commercial strip development along roadways in commercial areas;

b) The development shall have, wherever possible, consolidated access/egress on the site and with adjacent development(s), and also an integrated parking and vehicular/pedestrian circulation. Vehicular access and egress points to and from commercial parking areas shall be limited in number, as specified in the implementing Zoning By-law, and shall be designed to minimize danger to pedestrian and vehicular traffic, and conflict with adjacent uses;

c) A high standard of landscape and streetscape features shall be provided for all commercial uses; and,

d) Adequate off-street parking and loading spaces are to be provided for all commercial uses.

5.4.10 Commercial – Medical Centre

5.4.10.1 Commercial – Medical Centre designation permits a medical centre having as its main use a clinic which may include an optometrist with or without an accessory optician and which may also include one dining-room restaurant, one pharmacy and a medical laboratory. The medical centre is intended to complement the function of the designated Bolton Community Shopping Centre Commercial Area and Bolton Highway 50 Commercial Area, but which is not suited to locations within these shopping areas due to access, land area or exposure requirements. The permitted use shall be subject to the general policies and general design policies in Section 5.4.3 and 5.4.9.

5.4.10.2 Commercial – Medical Centre use shall be permitted on lands shown on Schedule C subject to Section 5.10.4.5.13.

5.4.11 Commercial – Financial Office

5.4.11.1 Commercial – Financial Office designation permits a financial office having as its main use a bank but which may include accessory office use directly related to the operation of the principal use. The permitted use shall be subject to the general policies and general design policies in Section 5.4.3 and 5.4.9.

5.4.11.2 Commercial – Financial Office uses shall be permitted on lands shown on Schedule C.

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5.5 EMPLOYMENT AREAS

5.5.1 Introduction

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Employment areas play a key role in maintaining, expanding and diversifying the Town's employment and assessment base, creating a complete community by providing opportunities for local residents to work in Caledon, and furthering the economic development goals of the Town. Caledon's employment areas also contribute to a vibrant and sustainable Regional and Provincial economy.

The Provincial Growth Plan requires municipalities to maintain an adequate supply of employment land to accommodate the employment growth forecasts and to plan for, protect and preserve employment areas for current and future uses. Employment areas are defined as "Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities (Provincial Policy Statement, 2005)". The lands within Caledon's employment areas are designated Prestige Industrial, General Industrial and Dry Industrial in this Plan.

The Region of Peel has allocated the employment forecasts assigned to it by the Province, to the area municipalities. The employment forecasts for the Town of Caledon are shown on Table 3 of the Regional Official Plan and Table 4.1 of this Plan. Through the Employment Lands Project undertaken as part of its Official Plan Review, the Region has forecasted employment growth on employment lands and determined the area of employment land that will be needed to accommodate this growth. The area municipalities are directed to designate an adequate supply of employment land. The employment forecasts identified in the Region of Peel Official Plan will provide the basis for planning future employment areas in Caledon.

To protect the existing employment land supply, the Provincial Growth Plan and Regional Official Plan direct the area municipalities to include policies in their Official Plans to regulate the conversion of employment land to non-employment uses. Local official plan amendments to convert employment land to non-employment uses will require a municipal comprehensive review. The Growth Plan and the Regional Official Plan list the requirements for the municipal comprehensive review for permitting a conversion and also indicate that major retail residential and non-ancillary uses are not considered employment uses in the context of the employment land conversion policies. In conformity with the Growth Plan and the Regional Official Plan, policies regarding the conversion of employment land to non-employment uses are included in this section. The Town of Caledon, through a municipal comprehensive review will determine whether the proposed conversion of employment land meets the specified conditions and whether the conversion is warranted to meet

community planning objectives such as the creation of high density mixed-use nodes, for example, Major Transit Station Areas.

Development of employment areas will be primarily focused in the Rural Service Centres of Bolton and Mayfield West and the Industrial/Commercial Centre of Tullamore. This will maximize the existing and future labour pool; existing and proposed transportation linkages; servicing systems; proximity to markets; and, develop a critical mass of employment land development in the Town. Employment Land development is also permitted in the Industrial/Commercial Centres of Victoria and to a lesser extent in Sandhill, in a role that is complementary to the employment areas in Bolton, Mayfield West and Tullamore. The function of Tullamore will be reviewed to determine whether it should become a more significant employment node.

Development of employment areas will occur in a planned manner that best utilizes both the land base and Town resources. The road network and infrastructure requirements will be considered on a comprehensive basis on a scale large enough to co-ordinate employment growth within each settlement.

As noted in Section 4.2.2.1 of this Plan, the Growth Plan has established a Regional Greenfield Density Target of 50 persons and jobs combined per hectare that includes Greenfield development on employment lands. As part of Caledon's efforts to contribute to meeting the overall target, measures for increasing employment land densities are being introduced in the policies of this section. These measures include the identification of nodes and corridors for high density employment uses within the Designated Greenfield Area and, where appropriate, requiring higher density employment uses. Major Transit Station Areas as described in Section 4.1.6 of this Plan provide an opportunity to locate high density employment uses in areas with convenient access to transit services. Nevertheless, it is not expected that, overall, employment land densities on their own will achieve the Regional Greenfield Density Target of 50 persons and jobs per hectare.

5.5.2 Objectives

5.5.2.1 OPA226 To attract a broad range of industries, including corporate office commercial uses, to provide for long-term local employment and economic stability.

5.5.2.2 To promote the expansion of existing businesses and attract new industrial enterprises.

5.5.2.3 To ensure that a diverse and sufficient supply of employment land is available to accommodate the employment forecasts in Table 4.1 and meet the demands and needs of various industries.

5.5.2.4 To ensure that all industrial developments are visually attractive and enhance the aesthetic qualities of the Town.

5.5.2.5 To prevent the development of noxious uses that will conflict with the orderly development of the Town and be detrimental to the natural and cultural environment.

5.5.2.6 To encourage higher overall employment land densities.

OPA 226

5.5.2.7 To plan for, protect and preserve the employment land base for employment uses except where conversion of low density employment land is warranted based on community planning objectives such as the creation of high density mixed-use nodes.

OPA226

5.5.2.8 To locate high density employment in areas served by public transit or that are planned to accommodate public transit.

5.5.2.9 To develop employment areas at a density that contributes to achieving the overall Greenfield Density Target for Caledon as per Policy 4.2.2.1 and Policy 4.2.2.3.1.

5.5.2.10 To promote sustainable development of employment areas in accordance with the sustainable development principles set out in Section 3.1 of this Plan.

5.5.2.11 To support the provision of leading-edge telecommunications services including broadband technology in employment areas, to attract knowledge-based industries and the growth of existing businesses.

5.5.3 General Policies

5.5.3.1 Employment areas within the Town will be focused primarily in the Rural Service Centres of Mayfield West, and Bolton, and will also be permitted in the Industrial/Commercial Centres of Tullamore, Sandhill, and Victoria, in order to: concentrate industrial activities and employment opportunities within the Town; maximize use of available sanitary, water, and transportation infrastructure; and, provide locations for industrial growth proximate to larger markets to the south and east.

OPA226

5.5.3.2 An adequate supply of employment land will be designated within the Rural Service Centres and Industrial/Commercial Centres to achieve the employment forecasts in Table 4.1.

OPA226

5.5.3.3 A range of employment designations will be provided to meet the locational and market requirements of a variety of employment uses.

OPA 226

5.5.3.4 Caledon will encourage the planning and development of employment areas in a manner consistent with the sustainability objectives and policies of Section 3.1 of this Plan. Energy efficient buildings that meet Regional green development standards, as may be prepared by the Region, will be encouraged.

OPA 226

5.5.3.5 Through its community planning for employment lands, Caledon will develop employment areas at a density that contributes to achieving the overall Greenfield Density Target for Caledon as per Policy 4.2.2.1 and Policy 4.2.2.3.1.

OPA 226

5.5.3.6 OPA 226 Nodes and corridors for office and high density employment uses will be identified in planning and employment areas within the Designated Greenfield Areas in settlements.

5.5.3.7 OPA 226 Office development will be encouraged to locate in Major Transit Station Areas and areas with existing frequent transit service or existing or planned higher order transit service.

5.5.3.8 OPA226 The predominant use of lands designated Industrial in this Plan shall be for employment uses subject to the provisions of Sections 5.5.3, 5.5.4, 5.5.5, 5.5.6 and 5.5.7 of this Plan, provided that such uses are identified as industrial in an implementing Zoning By-law.

5.5.3.9 OPA226 Commercial uses may only be permitted in employment areas provided that:

a) The commercial use is accessory to an employment use;

b) The commercial use only serves the industrial area, such as a bank or restaurant; or,

c) The commercial use is not a major retail use.

5.5.3.10 OPA226 In an Employment Area, no commercial use shall be permitted adjacent to a provincial highway or arterial road but shall be located internally within the employment area.

5.5.3.11 Commercial uses in the industrial designation shall be recognized in the implementing Zoning By-law.

5.5.3.12 OPA226 Conversions of employment lands to non-employment uses will only be permitted through a municipal comprehensive review where it has been demonstrated that:

a) There is a need for the conversion ;

b) The employment forecasts contained in Table 4.1 will continue to be met;

c) The conversion does not affect the overall viability of the employment area and the achievement of the intensification and density targets;

d) There is existing or planned infrastructure to accommodate the proposed conversion;

e) The lands are not required over the long-term for employment purposes;

f) The lands do not affect the operations or viability of existing or permitted employment uses or nearby lands;

g) Cross-jurisdictional issues have been considered; and,

h) For the purposes of this policy, major retail, residential, and non-ancillary uses are not considered employment uses.

5.5.3.13 OPA226 Employment Areas will be developed either on full regional piped services, individual private services or a combination of both. The servicing requirements of employment areas are set out in each land use designation.

5.5.3.14 OPA 226 Monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis to determine if an adequate supply exists to accommodate the forecasts in Table 4.1.

5.5.3.15 OPA226 Employment uses that are noxious by reason of the emission of noise, smoke, odour, and pollution shall be discouraged.

5.5.3.16 OPA226 Employment lands with a prominent visual exposure and lands adjacent to major roads and highway routes shall be encouraged to be developed for prestige industrial uses.

5.5.3.17 OPA226 Employment Areas that abut the City of Brampton or Mayfield Road shall be developed as Prestige Industrial. The lands shall be developed in a manner that shall minimize the impact on adjacent uses in the City of Brampton by utilizing such provisions as buffering, berming, landscaping and site design.

5.5.3.18 Reverse frontage development onto provincial highways and major arterial roads shall be discouraged.

5.5.3.19 OPA226 Development of Employment Areas will generally be by plan of subdivision or plan of condominium. Exceptions may be permitted where appropriate provision is made for access, internal road networks, and servicing for the industrial area.

5.5.3.20 Policy Area - Industrial designations will be used to manage the release of land for industrial development consistent with the Policies of the Plan. The Policy Area - Industrial designations will be redesignated subject to the provisions of Section 5.10.3.26 to industrial classifications as detailed in Section 5.5.

5.5.3.21 OPA226 Employment Areas may be further classified as: Prestige Industrial; General Industrial; and Dry Industrial, with each type of land use being identified in separate industrial classifications in the implementing Zoning By-law. These designations are generally described as follows:

a) Prestige Industrial applies to employment lands with full municipal water and sewer services which provide for clean industry as well as office uses on landscaped lots in a park-like surrounding.

b) General Industrial applies to employment lands with full municipal water and sewer services which provide for various industrial uses including manufacturing, fabricating, and accessory outside storage.

c) Dry Industrial applies to employment lands which provide for “dry type” industrial uses developed on the basis of private sanitary sewage and water services, or partial Regional piped services.

5.5.3.22 OPA226 Within the ORMCPA, employment uses shall also be required to conform to all applicable provisions of Section 7.10. Notwithstanding any policy contained in Section 5.5, where the provisions of Section 7.10 are more restrictive, the more restrictive policies shall apply.

5.5.4 Prestige Industrial

OPA 222 Lands designated Prestige Industrial are shown on Schedule B, Schedule B-2, Schedule C, Schedule C-5 and Schedule N. Prestige uses will be located within enclosed buildings with no outside storage and uses shall be encouraged to occupy prominent locations along major roads and highways. Prestige Industrial uses shall be developed on full regional piped water and sewer services.

5.5.4.1 The Prestige Industrial classification of land shall permit the following uses:

a) Manufacturing, fabricating, printing, processing, assembling and packaging operations;

b) Warehousing and wholesale operations;

c) Laboratories,

d) Computer and data processing;

e) Research and development facilities;

f) Corporate offices;

g) Offices related to permitted industrial uses;

h) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses;

i) Day care facility; and,

j) Commercial uses in accordance with Section 5.5.3.

5.5.4.2 Automotive uses shall not be permitted in Prestige Industrial or Business/Office Park areas.

5.5.4.3 The development of Prestige Industrial areas may require a secondary plan and will require a subdivision plan or condominium plan, and a site plan prepared in accordance with the policies of this plan.

5.5.4.4 Unless otherwise specified in Section 5.5 or 5.10, open storage shall not be permitted within any Prestige Industrial designations.

5.5.4.5 Business/Office Parks

5.5.4.5.1 Business/Office Parks shall be encouraged within the Prestige Industrial designation. These parks shall comprise higher order industrial and/or office commercial uses. Permitted uses include corporate and head office

uses, laboratories, computer and data processing, research and development facilities.

5.5.4.5.2 Business/Office Parks are encouraged to:

a) Be developed as part of a comprehensive concept plan which focuses on a particular function, such as research and development facilities, corporate head offices, or major office development; and,

OPA226 b) To locate in areas with excellent exposure to major roads/highways, at the intersection of major roads/highways, at locations representing gateways into the Town and areas served by public transit.

5.5.4.5.3 The development of Business/Office Parks may require a secondary plan and will require a subdivision plan or condominium plan, and site plan prepared in accordance with the policies of this plan.

5.5.5 General Industrial

Lands designated General Industrial are shown on Schedule B, Schedule C and Schedule C-5 and Schedule N. General Industrial lands will be developed for industrial uses which require full piped regional sewer and water services.

5.5.5.1 The General Industrial classification of land means that the predominant use of land shall be as follows:

a) Manufacturing, fabricating, printing, processing, assembling and packaging operations;

b) Warehousing and wholesale operations;

c) Laboratories,

d) Computer and data processing;

e) Research and development facilities;

f) Transportation terminals;

g) Contractor's yards;

h) Offices related to industrial uses;

i) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of industrial uses;

j) Automotive uses, excluding motor vehicle sales, rental or leasing agencies;

k) Accessory outdoor storage; and

l) Commercial uses in accordance with Section 5.5.3.

m) Adult videotape stores

5.5.5.2 Council may give consideration to the establishment of a concrete batching plant in the General Industrial designation subject to a rezoning, except that a concrete batching plant will not be permitted in the General Industrial Designation as shown on Schedule B – Mayfield West Land Use Plan.

5.5.5.3 Notwithstanding anything in this plan to the contrary, adult videotape stores may only be permitted in the General Industrial designation.

5.5.5.4 New or expanding industrial uses should be buffered from existing and/or committed sensitive land uses. The intensification and redevelopment of an industrial site within an existing settlement area should meet the minimum separation distance of a Class I, Class II, or Class III Industrial uses as detailed in MOE Guideline D-6, Compatibility Between Industrial Facilities and Sensitive Land Uses. The implementation of the minimum separation distance of an industrial use to a sensitive land use shall be established through the Town's Zoning By-law.

5.5.6 Dry Industrial

OPA 233

Lands designated Dry Industrial are shown on Schedules C, R and T. The Dry Industrial designation includes lands that are on private sanitary sewage and water services, or partial regional piped services. All permitted uses within this designation shall be "Dry Type". These "Dry Type" uses pertain to those uses which do not require large amounts of water. Permitted uses may include:

a) Manufacturing, fabricating, printing, processing, and packaging operations;

b) Warehousing and wholesale operations;

c) Transportation terminals;

d) Contractor's yard, auctioneer's facility;

e) Open storage;

f) Public uses and utilities; and

g) Automotive uses, excluding motor vehicle sales, rental or leasing agencies.

All uses that are permitted within the Dry Industrial designation are subject to the approval of the Region of Peel and the Ministry of the Environment, Conservation and Parks. Uses with high water and sewage demands that cannot be handled by private systems shall not be permitted within the Dry Industrial designation.

5.5.6.1 Noise and vibration studies shall be required prior to the development of land designated Dry Industrial on Schedule R within 300 metres of any residential land use in order to address the compatibility of land uses and mitigation of impact. These studies are to be submitted at the time of site

plan approval. Sensitive residential land uses must be buffered from the loading, service and parking areas associated with the Dry Industrial uses.

5.5.6.2 Notwithstanding Section 5.5.6 of the plan, a concrete batching plant shall be permitted on lands legally described as Block 6, Plan 43M-1007 (Town of Caledon). The implementing by-law will further restrict the permitted use.

5.5.7 General Design Policies

5.5.7.1 To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals:

a) Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;

b) Innovative building forms will be encouraged;

c) Visual and functional relationships between individual buildings will be handled in ways appropriate to their function;

d) The following are basic landscaping and planting guidelines:

i) use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;

ii) use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and,

iii) use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;

e) The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability.

5.5.7.2 Lands with a prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site open space and landscaping features.

5.5.7.3 Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to non-industrial uses.

5.5.7.4 Lands adjacent to any non-industrial uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, and site design.

5.5.7.5 Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design.

5.5.8 Humber Station New Employment Area

This section sets out policy direction for the New Employment Area designation applying to the lands located east of Humber Station Road, south of Healey Road, north of Mayfield Road.

This policy direction will direct development of detailed land use designations and policies, to be applied through the preparation and adoption of a Secondary Plan in accordance with the policies of Sections 5.5.8 to 5.5.13 and all other relevant policies of this Plan. Where there is a conflict between the policies of Sections 5.5.8 to 5.5.13, and any other policies of this Plan, the former policies shall prevail.

The New Employment Area designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands until such time as a Secondary Plan is approved, in accordance with the Town's Growth Management and Phasing Plan. Through the approval of a Secondary Plan, land use designations will be applied to replace the New Employment Area designation.

5.5.8.1 Objectives

5.5.8.2 The planning objective for the New Employment Area designation is as follows:

a) To designate lands that will be developed for employment uses in the future. The lands will be redesignated to detailed land use designations only through the development of a Secondary Plan.

b) Permitted Uses in New Employment Area prior to Secondary Plan Preparation

c) The following uses may be permitted within the New Employment Area designation prior to the preparation of the required Secondary Plan:

i) uses that existed at the time that this Plan was adopted;

ii) minor expansions to uses existing at the time this Plan was adopted; and

iii) new agricultural uses subject to Minimum Distance Separation II policies, as identified by the Province.

5.5.8.3 Planning Designations

a) Within the New Employment Area, the Planning Designations may include:

i) Prestige Employment Area

ii) General Employment Area

iii) Knowledge and Innovation Employment Area

b) The Future Highway 413 Corridor Protection Area is an overlay designation within New Employment Area consisting of a corridor protection area that reflects the Highway 413 Focused Analysis Area (2020) and the Northwest GTA Transmission Corridor Narrowed Area of Interest (2020) and that is intended to be protected and refined until such time as the final locations of the Highway 413 Corridor and the Northwest GTA Transmission Corridor are confirmed. The final confirmed rights-of-way for the Highway 413 and Northwest GTA Transmission Corridor will be protected indefinitely with the highway lands designated under the PTHIA. Development within this area will not preclude or negatively affect the planning and/or implementation of the planned corridors for the purpose(s) for which they are identified.

c) Notwithstanding the requirement for full municipal sewage and water services, lands designated as a New Employment Area may be permitted to develop for interim dry industrial uses that do not require extension of municipal services or any significant new infrastructure, subject to approval of a temporary use by-law, and provided the use is planned on an interim basis such that it will not preclude the long-term development and servicing of the lands for more intensive planned permanent employment uses. Development proposals for such employment uses will demonstrate that:

i) the land use will not prevent the comprehensive development of the area and will not require the construction of new permanent buildings or structures;

ii) the compatibility of the land use with existing and future surrounding land uses;

iii) access to the lands is appropriate for the proposed land use;

iv) the owner execute an agreement recognizing the temporary nature of the approvals;

v) landscaping, screening and quality urban design are implemented on site;

vi) servicing options have been evaluated and the evaluation has confirmed that extension of full municipal services is not required or immediately available to service the proposed development;

vii) the preferred servicing option is acceptable to the Region and Town, and will be financially feasible and sustainable for both;

viii) when full municipal services are extended and made available, the development, at no cost to the Region or

Town, will connect to the municipal water and wastewater servicing system on terms acceptable to the Region and Town;

ix) the objectives, targets, criteria, and recommendations of the Region of Peel's Scoped Subwatershed Study including identification of a natural heritage system and stormwater management requirements have been addressed; and,

x) environmental and agricultural impact assessments, and other land use compatibility evaluations have been completed and will be addressed in accordance with the policies of the Region of Peel Official Plan and this Plan.

5.5.9 New Employment Area Secondary Plans

5.5.9.1 An official plan amendment to implement a new secondary plan will be prepared in accordance with the relevant policies as provided below.

5.5.9.2 The secondary plan will be based on the following studies prepared to the satisfaction of the Town in accordance with all applicable terms of reference:

a) a subwatershed study or Comprehensive Environmental Impact Study and Management Plan (CEISMP), prepared in accordance with Town approved terms of reference, which at a minimum includes:

i) a characterization of existing environmental conditions;

ii) the establishment of environmental targets to maintain restore and enhance existing conditions;

iii) an assessment of the cumulative environmental impacts from existing and planned development, with consideration of climate impacts;

iv) the consideration of land use, development, and infrastructure alternatives to avoid or minimize impacts;

v) the identification of management strategies and actions to meet environmental targets and objectives including identification of water resource and Natural Environment System features and areas requiring protection, improvement, restoration and enhancement;

vi) confirmation of the boundaries and appropriate buffers for protection, restoration and enhancement of the Natural Environment System; and,

vii) recommendations regarding monitoring and adaptive environmental management;

b) an agricultural impact assessment, if the secondary plan area abuts or is adjacent to existing agricultural uses, which provides recommendations on how to avoid, minimize and/or mitigate adverse impacts;

c) a mobility and transportation study that provides details about the anticipated impact of the proposed secondary plan on the existing multimodal transportation system and recommends:

   i) a more defined external and internal multimodal transportation network, including a transit network, that meets the requirements of the Region of Peel Official Plan and Transportation Master Plan, this Plan and the Town Transportation Master Plan and Active Transportation Master Plan, and all applicable guidelines and standards;

   ii) transportation infrastructure improvements, and missing links for all modes of transportation, beyond those identified in the Region of Peel and Town Transportation Master Plans and construction programs to ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of east-west and north-south collector road connections, higher order transit corridor, and the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity;

   iii) development phasing based on the proposed, planned and scheduled transportation infrastructure improvements;

   iv) high level transit-supportive measures and parking policies to support the achievement of the Town's modal split targets and reduced single-occupant-vehicle trips; and,

d) energy and emissions and climate adaptation studies to:

   i) assess the feasibility, planning and implementation requirements of deploying low carbon and renewable energy systems across the built environment, including opportunities for district energy, fuel switching from gas and other fossil fuels, and renewable and distributed energy systems;

   ii) identify measures to reduce greenhouse gas emissions associated with transportation as well as opportunities to support zero emissions vehicles and associated infrastructure; and,

iii) assess the potential risk and vulnerability to property, infrastructure, public health, natural heritage, and water resource systems due to changing climate conditions; and,

iv) establish a strategy and policy direction to improve community and environmental resiliency;

e) a development staging and sequencing plan to:

i) establish a logical progression of growth as an integrated extension of existing communities based on identifiable boundaries and having regard for physical and natural features and barriers;

ii) schedule and finance all of the infrastructure (hard and soft) needed to support growth in conformity with the planned urban structure for the community;

iii) extend roads and servicing infrastructure in accordance with approved master plans and in a cost-effective and financially sustainable manner while ensuring that the costs of extending infrastructure can be supported through expected development charge revenues within a reasonable period;

iv) construct early centralized stormwater management facilities and associated infrastructure to ensure no undue grading and servicing constraints on future developments, minimize the number of facilities, protect the natural environment and ensure no negative impacts to public and private property;

v) stage growth within convenient walking distance of transit corridors (where they exist or are planned) to generate sufficient transit ridership;

vi) provide appropriate transitions to allow agriculture and related uses to continue for as long as practical;

f) a cultural heritage impact assessment; and,

g) a fiscal impact study.

5.5.9.3 An official plan amendment for a secondary plan will be supported by a series of urban design, landscape and transportation planning guidelines that will inform the preparation and consideration of implementing development applications.

5.5.9.4 The secondary plan should include the following:

a) a description of the long-term vision for the area and a series of guiding principles that are intended to achieve the vision;

b) a description of the main structural elements of the secondary plan area and how those structural elements are based on the guiding principles;

c) a description of how much growth is planned in the secondary plan area in the form of population, housing units and employment as applicable;

d) the minimum densities to be achieved in the secondary plan area;

e) policies that ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an east-west higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity;

f) policies that provide for the orderly transition from agriculture and related uses that enable the agricultural use to continue for as long as practical and mitigate and/or minimize adverse impacts;

g) details on the land use designations that are to be applied, including the vision, goals and objectives, permitted uses and development policies that apply to each;

h) policies on how the Natural Environment System within the secondary plan area is to be protected and potentially enhanced;

i) policies that identify how low carbon and renewable energy should be incorporated into the secondary plan area, and how future populations can be protected from climate risk;

j) policies that identify what technical studies will be required to support the preparation and consideration of implementing development applications;

k) policies that provide direction regarding the conservation of cultural heritage resources;

l) policies that provide guidance on the continuation and/or transitioning of existing land uses and the development path for small land holdings; and,

m) a phasing plan that sets out how each component of the secondary plan area will be phased in a logical manner.

5.5.10 Prestige Employment Designation

Land designated Prestige Employment are to be planned and developed for prestige industrial and office development, frequently in larger scale buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multiple unit buildings. It is the intent of this Plan that prestige employment areas provide prime business

locations that help attract new business and support the retention of existing businesses in Caledon.

The range of uses provided for is limited to prestige employment-type uses, and the development standards and criteria in this designation are intended to support consistent, high quality building and site design. The intended uses and larger scale development benefit from access to both major roads and transit routes. Accessory uses and ancillary uses will be strictly controlled and limited to those that support the primary office and industrial uses.

5.5.10.1 Objectives

The planning objectives for the Prestige Employment Area designation are as follows:

a) provide accommodation in prime locations attractive to existing and future businesses seeking a setting with a specific range of compatible land uses characterized by high quality site development and building forms;

b) restrict accessory uses and ancillary uses to those that directly support the industrial uses of this designation;

c) restrict the introduction of new sensitive land uses to minimize impacts on the viability of permitted uses; and

d) encourage building and site design achieves climate change mitigation and adaptation objectives.

5.5.10.2 Permitted Uses

a) The following uses may be permitted within Prestige Employment designation:

   i) manufacturing, processing and warehousing with no accessory outside storage of goods or materials;

   ii) business offices in stand-alone office buildings or as an accessory use to other permitted uses;

   iii) hotels which may include restaurants and banquet halls;

   iv) trade and convention centres which may include restaurants and banquet halls;

   v) commercial trade schools;

   vi) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and

   vii) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor

area of these uses does not exceed 25% of the gross floor area of the industrial building.

b) Outdoor storage, large-scale warehousing, goods movement and logistics will not be permitted.

5.5.10.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Prestige Employment designation:

i) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25% of the gross floor area of the industrial building;

ii) banquet halls that are not associated with a hotel or trade and convention centre;

iii) manufacturing, processing and warehousing with accessory outdoor storage; and,

iv) motor vehicle service stations.

5.5.10.4 Development Policies

a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.

b) Buildings will be located close to the street edge in attractively landscaped settings.

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard.

d) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

e) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

f) Building heights adjacent to residential areas will be reduced for compatibility purposes.

5.5.11 General Employment Area Designation

General Employment areas are characterized by large properties developed with single and multiple unit buildings accommodating the industrial uses that are primary to the designation. The majority of buildings are single storey, reflecting the nature of operations undertaken by the businesses they house. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion

to accommodate the particular requirements of industrial or warehousing activities or accessory office space.

5.5.11.1 Objectives

The planning objectives for the General Employment Area designation are as follows:

a) provide long-term and stable locations for manufacturing, processing and warehousing uses with good access to arterial roads, connections to 400 series highways, roadways suited to trucking and access to public transit;

b) maintain a supply of land suited to development of single and multi-unit building forms on large and small properties accommodating businesses in the industrial sector;

c) restrict the introduction of new sensitive land uses to minimize the impacts on the viability and continued operation of permitted industrial and warehouse uses;

d) accommodate the expansion and modernization of existing buildings to maintain the attractiveness and competitive advantage of the lands for the intended uses; and

e) restrict accessory uses and ancillary uses to those that directly support the primary uses of this designation.

5.5.11.2 Permitted Uses

The following uses may be permitted within the General Employment Area designation:

a) manufacturing, processing and warehousing with accessory outdoor storage;

b) equipment and motor vehicle repair garages;

c) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the Employment Area and do not accommodate sensitive uses;

d) business offices as an accessory use to other permitted uses; and,

e) large scale warehousing, goods movement and logistics uses.

5.5.11.3 Discretionary Uses

a) The following discretionary uses may be permitted within the General Employment Area designation:

   i) container storage;

   ii) salvage and recycling operations;

   iii) stand-alone gas stations serving the public;

   iv) concrete batching plants and asphalt plants;

v) open storage uses, contractors yards and truck parking uses where less than 10% of the lot area is the site of buildings or structures; and,

vi) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25% of the gross floor area of the industrial building.

5.5.11.4 Development Policies

a) Maximum heights for open storage should be included in the implementing zoning.

b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway.

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard or exterior side yard.

d) Outdoor storage associated with a permitted use will only be permitted in the interior and rear yards only.

e) Truck and trailer parking associated with a permitted use in a General Employment designation will be screened from surrounding roadways and lands in other land use designations with high quality landscaping, fencing, berming, etc.

f) Maximum heights should be included within the implementing Zoning By-law;

5.5.12 Knowledge and Innovation Employment Area Designation

Land designated Knowledge and Innovation Employment Area are to be planned and developed for prestige industrial, office and institutional development that support the knowledge-based sector and where leading-edge anchor institutions and companies cluster to create synergies.

5.5.12.1 Objectives

The planning objectives for the Knowledge and Innovation Employment Area designation are as follows:

a) Recognize and reserve strategic locations and assign them priority for the clustering of higher density prestige office development in business park settings with excellent access to arterial roads and transit services;

b) Provide accommodation for businesses and higher order educational institutions seeking locations with other compatible land uses characterized by high quality site development and building forms;

c) Restrict accessory uses and ancillary uses to those that directly support the industrial uses of this designation;

d) Restrict the introduction of new sensitive land uses to minimize impacts on the viability of permitted uses; and

e) Encourage building and site design that achieves climate change mitigation and adaptation objectives.

5.5.12.2 Permitted Uses

a) The following uses will be permitted within the Knowledge and Innovation Employment designation:

i) business offices in stand-alone office buildings or as an accessory use to other permitted uses;

ii) hotels, which may include restaurants and banquet halls;

iii) trade and convention centres, which may include restaurants and banquet halls;

iv) research and development uses;

v) institutional uses, such as post-secondary facilities, university and government research stations/facilities and research-based medical facilities;

vi) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and,

vii) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit ground-oriented building provided the combined floor area of these uses does not exceed 25% of the gross floor area of the multi-unit building.

b) Goods movement, logistics, manufacturing, warehousing, contractor's facilities and outdoor storage are not permitted.

5.5.12.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Knowledge and Innovation Employment designation:

i) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions that are not within the ground floor of office buildings; and,

ii) manufacturing, processing and warehousing with no accessory outdoor storage.

5.5.12.4 Development Policies

a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.

b) Buildings will be located close to the street edge in attractively landscaped settings.

c) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

d) Public squares, urban parks and other social spaces should be incorporated into the site design of new uses located in areas of high pedestrian activity, near transit stations and at focal points.

e) Where appropriate, transit stops and stations should be integrated into the site design of large uses.

f) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

g) Building heights adjacent to residential areas will be reduced for compatibility purposes.

5.6 INSTITUTIONAL

5.6.1 Objectives

a) To ensure that adequate institutional, educational and cultural facilities for all interest groups can be provided; and,

b) To ensure that programs established by the Town, in regards to community services, meet the requirements of all citizens.

5.6.2 General Policies

5.6.2.1 The predominant use of land designated Institutional as per Schedule B, Mayfield West Land Use Plan; Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan, Schedule C, Bolton Land Use Plan; Schedule C-1, Bolton Core Land Use Plan; Schedule D, Caledon East Land Use Plan; Schedule E, Caledon Land Use Plan; and Schedule M, Inglewood Village and Area Land Use Plan; shall be for institutional purposes and shall include schools, hospitals, medical offices, government buildings, libraries, senior citizens homes, day care centres, cemeteries and places of worship.

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5.6.2.2 Existing Institutional uses not designated on Schedule A, Land Use Plan, due to scale, shall be recognized as conforming uses.

5.6.2.3 Institutional uses shall have adequate parking with access points limited in number and designed in a manner which shall minimize the danger to pedestrian and vehicular traffic.

5.6.2.4 Major Institutional development will be encouraged to locate in Major Transit Station Areas and areas with existing frequent transit service or existing or planned higher order transit service.

5.6.2.5 The amount, location and suitability of Institutional uses shall be regulated in the implementing Zoning By-law.

5.6.2.6 Within the ORMCPA, institutional uses shall also be required to conform to all applicable provisions of Section 7.10. Notwithstanding any policy contained in Section 5.6, where the provisions of Section 7.10 are more restrictive, the more restrictive policies shall apply.

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5.6.2.7 Notwithstanding Subsection 5.6.2.1 of the Plan, a hospice facility that will provide palliative care to terminally ill patients is the only use permitted on lands legally described as Part of Lot 3, Concession 1 WHS (CAL), Block A, Plan 992, Town of Caledon, Regional Municipality of Peel, as shown on Schedule M, Inglewood Village and Area.

5.6.2.8 Within the ORMCPA, or the Greenbelt Protected Countryside designation, institutional uses shall also be required to conform to all applicable provisions of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the policies of the PPS and Provincial Plans.

5.7 ENVIRONMENTAL POLICY AREA (EPA)

5.7.1 Introduction

In keeping with the ecosystem planning strategy described in Section 3.2.3, Environmental Policy Area includes all Natural Core Areas and Natural Corridors as outlined on Table 3.1, except for those areas exempted through Sections 5.7.3.1.10 to 5.7.3.1.15.

5.7.2 Objectives

5.7.2.1 The ecosystem objectives contained in Section 3.2.2 apply to this section.

5.7.3 Policies

5.7.3.1 General

5.7.3.1.1 New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2.

5.7.3.1.2 OPA226 The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure. Detailed policies with respect to each of these permitted uses are provided in Sections 5.7.3.2 to 5.7.3.7 inclusive. Within the ORMCPA or the Greenbelt Protected Countryside designation, permitted uses are also subject to the provisions of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the PPS and Provincial Plans.

5.7.3.1.3 OPA226 All lands designated EPA in this Plan shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation. Where EPA lands occur within the Niagara Escarpment Development Control Area, and are, therefore, not subject to municipal zoning, the Town shall implement the provisions of the EPA designation through the Development Control process, as appropriate. Where lands designated EPA are located within the ORMCPA or the Greenbelt Protected Countryside designation, the implementing Zoning By-law shall also implement the requirements of the ORMCP or the Greenbelt Plan, as applicable, as contained in Sections 7.10 and 7.13 respectively. In addition to the uses permitted under Section 5.7.3.1.2, Council may decide to recognize other legally existing uses within EPA as permitted uses on a site-specific basis.

5.7.3.1.4 As more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without

an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies.

Where lands designated EPA are located within the ORMCPA, where such refinement to the limits of lands designated EPA or extent of the feature is proposed for a wetland, area of natural and scientific interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related minimum vegetation protection zones, then formal confirmation of said refinement is required from the Province prior to any development. In addition, where said evaluation results in greater minimum vegetation protection zone than is required by the policies of the ORMCP, the greater standard shall be used. All development shall be prohibited within the greater minimum vegetation protection zone as established, except as otherwise permited by this Plan.

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5.7.3.1.5 Major modifications to the limits of lands designated EPA on the Schedules to this Plan, including major additions or deletions, shall only occur through an amendment to this Plan.

5.7.3.1.6 Lands designated EPA are not to be damaged or destroyed, unless as a result of an approved permitted use pursuant to Section 5.7.3.1.2 above, and, within the ORMCPA, pursuant to Section 7.10 and within the Greenbelt Protected Countryside designation, pursuant to Section 7.13. In the event that EPA is damaged or destroyed without required approvals, there shall be no adjustment to the boundary or redesignation of these areas, and the Town and Region of Peel will require replacement or rehabilitation of the affected ecosystem features, functions and/or landforms.

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5.7.3.1.7 The expansion of existing settlement areas to include EPA will generally be discouraged unless it can be demonstrated that such an expansion would adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures.

5.7.3.1.8 In order to facilitate environmental conservation and management, the Town generally discourages fragmentation of ownership of EPA lands and shall strive, through the planning process, to ensure that EPA lands are retained in larger privately or publicly owned blocks.

5.7.3.1.9 It is not intended that all EPA lands shall be purchased or otherwise brought into public ownership, nor that all EPA lands shall be open and accessible for public use. However, it may be determined that certain EPA lands should be in public ownership or accessible to the public. In such cases, the Town, or other relevant agencies, shall explore options for bringing these lands into public ownership or providing appropriate public access to these lands.

5.7.3.1.10 Notwithstanding the inclusion of all valley and stream corridors in EPA, as outlined on Table 3.1, certain portions of the Humber River Valley Corridor, within the existing settlement area of Bolton, have not been designated EPA. These lands are subject to policies 5.7.3.1.11 to 5.7.3.1.14.

5.7.3.1.11 Existing development, and new development/redevelopment within the Bolton Special Policy Area shall be subject to the provisions of Sections 3.2, 5.10.4.5.11 and other relevant policies of this Plan.

5.7.3.1.12 External to the Bolton Special Policy Area, certain other portions of the Humber River Valley Corridor, within the settlement area of Bolton have not been designated EPA. This generally includes those existing, highly urbanized lands which are located between the floodplain and the valley wall. Existing development, and new development/ redevelopment within these lands shall be encouraged, or, where the process and circumstances permit, required, to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures to the greatest extent possible, and shall also be subject to the applicable provisions of the Toronto Region and Conservation Authority (TRCA) Valley and Stream Corridor Management Program, or subsequent policy documents.

5.7.3.1.13 Further to Section 5.7.3.1.12, proponents of new development and redevelopment within these lands may be required to complete appropriate environmental studies investigations, up to, and including, an EIS and MP, pursuant to Section 5.7.3.7, prior to approval of the development proposal. The need for such studies shall be determined jointly by the Town, the TRCA and other relevant agencies.

5.7.3.1.14 Further to Sections 5.7.3.1.12 and 5.7.3.1.13, certain restrictions/conditions may be placed on new development and redevelopment within these lands, in order to satisfy the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as those of the TRCA and other relevant agencies, to the greatest extent possible. Such restrictions and requirements shall be implemented as a condition of development approval of the Town.

5.7.3.1.15 Through future municipal planning initiatives, the Town may determine, upon consideration of all relevant planning factors, that specific, developed portions of existing settlement areas, which are located within a valley and stream corridor, should be placed in a land use designation other than EPA. In such instances, appropriate land use designations and policies shall be developed for these lands in consultation with the relevant agencies. Such policies and designations shall address environmental and natural hazard issues to the satisfaction of the Town and other relevant agencies and shall be subject to an appropriate approvals process.

5.7.3.1.16 Notwithstanding the inclusion of all Oak Ridges Moraine Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones within EPA, as outlined in Table 3.1, the EPA boundaries within the Caledon East Secondary Plan Area, as shown on Schedule D, have been established on the basis of the Caledon East Comprehensive Environmental Impact Study and Management Plan, prepared as part of the Secondary Plan process. As a result, the EPA designations on Schedule D Caledon East Land Use Plan do not include the Minimum Vegetation Protection Zones associated with Oak Ridges Moraine

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Key Natural Heritage Features and Hydrologically Sensitive Features as specified on Table 7.1.

The precise location of EPA and the need for and width of any Minimum Vegetation Protection Zones shall be determined on a site-specific basis through an EIS and MP prepared in accordance with Sections 5.7.3.7 and 7.10.5.1.6, and shall be guided by the recommendations of the Caledon East Comprehensive EIS and MP.

5.7.3.2 Existing Development/Uses

5.7.3.2.1 OPA226 The following policies regarding existing development/uses within EPA are to be read in conjunction with the Town's general Existing Use policies contained in Section 5.13. Where specific provisions of Section 5.7.3.2 are more restrictive than Section 5.13, they supercede the relevant provisions of Section 5.13. In addition to the aforementioned sections, existing uses within the ORMCPA are subject to the provisions of Section 7.10, and in particular Section 7.10.3.8 and existing uses within the Greenbelt Protected Countryside designation are subject to the provisions of Section 7.13 and in particular, Section 7.13.4.5.

5.7.3.2.2 Existing development/uses within EPA, including related facilities, operations and programs, shall be encouraged, or, where the process and circumstances permit, required, to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures to the greatest extent possible.

5.7.3.2.3 Major expansions of existing development/uses within EPA, including related facilities, operations and programs, shall generally not be permitted, unless it can be demonstrated through an EIS and MP, to the satisfaction of the Town and other relevant agencies, that the proposal will protect EPA form, function and integrity, or will, in addition to the aforementioned, enhance and restore existing degraded conditions.

The EIS and MP shall be prepared by the proponent to the satisfaction of the Town and other relevant agencies prior to approval of the major expansion. In considering such major expansions the Town may place specific restrictions/conditions on the proposal in order to achieve this policy. Major expansions are also subject to the applicable approval requirements of other relevant agencies.

5.7.3.2.4 Minor expansions of existing development/uses within EPA, including related facilities, operations and programs, may be permitted, subject to the applicable approval requirements of other relevant agencies. However, in considering such minor expansions, the Town shall require the proponent to adhere to the Town's ecosystem goals, objectives, policies and performance measures to the greatest extent possible.

In addition, the proponent may be required to conduct appropriate environmental studies/investigations to support the proposal. Specific

restrictions/conditions may be placed on the proposal in order to eliminate, minimize or mitigate impacts on ecosystem form, function and integrity.

5.7.3.2.5 The replacement of existing structures within EPA which have been destroyed by natural occurrences, such as fire, may be permitted subject to the approval requirements of other agencies. Such a replacement shall not have the effect of increasing the size of the building or the intensity of use, unless in accordance with Sections 5.7.3.2.3 and 5.7.3.2.4, and shall not lead to degradation of EPA integrity.

5.7.3.3 New Lots and Existing Lots of Record

5.7.3.3.1 New lots wholly within EPA will not be permitted unless such lots are being proposed for non-development purposes (eg: lot line adjustments; severance for conveyance to a public agency) and will not lead to conflict with the environmental provisions of this plan or other relevant agencies.

5.7.3.3.2 New lots which include a portion of EPA, or are adjacent to EPA, may be permitted, subject to the approval requirements recommended by the Town and other relevant agencies. However, in such instances, the applicant will be required to demonstrate, to the approving authority, that the application will adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as the applicable policies of other relevant agencies. The applicant shall demonstrate this, prior to approval, by carrying out such environmental investigations, up to and including the completion of an Environmental Impact Study and Management Plan, as may be recommended by the Town and other relevant agencies.

5.7.3.3.3 The approving authority shall place such restrictions on the approval of new lots as are recommended by the Town and other relevant agencies. Such restrictions shall be determined through the environmental investigations carried out by the applicant, pursuant to Section 5.7.3.3.2, above. Restrictions may include, among other things, the definition of an acceptable structural envelope external to EPA, the placement of restrictive easements or zoning on the EPA portions of the site, and other appropriate measures.

5.7.3.3.4 A building permit may be issued for a vacant existing lot of record within EPA, subject to the approval requirements of other relevant agencies, and, within the Niagara Escarpment Plan area, not before a development permit has been issued for the proposed use by the Niagara Escarpment Commission and within the ORMCP, not before a site plan has been approved by the Town of Caledon. The building permit shall normally be restricted to a single-dwelling unit, unless otherwise permitted by the implementing Zoning By-law.

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5.7.3.3.5 In considering the issuance of a building permit pursuant to Section 5.7.3.3.4 above, the Town shall strongly encourage or, where the process and circumstances permit, require the proponent to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures to the greatest extent possible. In addition, the proponent may be required to

undertake appropriate environmental investigations/studies to support the proposal, and specific restrictions/conditions may be placed on the proposal in order to eliminate, minimize or mitigate impacts on ecosystem form, function and integrity.

5.7.3.3.6 Where a part of a vacant existing lot of record is located outside EPA, opportunities for locating the proposed use outside of EPA shall be explored, and implemented as appropriate.

5.7.3.3.7 Notwithstanding Section 5.7.3.3.4 above, a building permit will not normally be issued for a vacant existing lot of record within EPA which is subject to natural hazards, such as flooding, erosion or slope instability, which may cause damage to property or loss of life. However, if it is demonstrated through appropriate studies/ investigations, to the satisfaction of the Town and other relevant agencies, that the lot, or a portion of the lot large enough for the proposed use is not subject to such hazards, or that the hazards can be mitigated in a manner consistent with the provisions of this plan and the policies of other relevant agencies, a building permit may be issued subject to specific restrictions/conditions.

5.7.3.3.8 OPA226 Within the ORMCPA, in addition to being subject to Section 5.7.3.3.1 to 5.7.3.3.7, new lots and existing lots within EPA are subject to the provisions of Section 7.10, and in particular Sections 7.10.3.9 and 7.10.6.1. Lot creation within the Greenbelt Protected Countryside designation is also subject to the provisions of Section 7.13 and in particular, Section 7.13.4.6.

5.7.3.4 Non-Intensive Recreation

5.7.3.4.1 Proposals for non-intensive recreational development or uses, including related facilities, operations and programs, either wholly or partially within EPA may be permitted, subject to the completion of appropriate environmental studies/investigations, up to, and including, an EIS and MP, as determined by the Town and other relevant agencies. Such studies/investigations shall demonstrate that the proposed use adheres to the Town's ecosystem principle, goal, objectives, policies and performance measures, and the relevant policies and programs of other agencies, to the satisfaction of the Town and other such agencies.

5.7.3.4.2 Lands within EPA shall not normally be accepted as part of the Town's parkland dedication, unless the Town determines that such lands are to be used for non-intensive recreational uses in accordance with policy 5.7.3.4.

5.7.3.4.3 It is recognized that certain public agencies, such as the Town and the Conservation Authorities, are major providers of recreational opportunities. Where such opportunities are provided on lands which are designated EPA, they must be planned and managed in a manner which adheres to the Town's ecosystem principle, goal, objectives, policies and performance measures.

Therefore, the Town encourages the preparation of Comprehensive Master Plans, or comparable documents, for these sites, through a co-operative process, involving relevant agencies such as the Town, the Conservation

Authorities and the Niagara Escarpment Commission, where applicable. It is recommended that these plans should, among other things: identify existing and proposed uses, as permitted by policy 5.7.3.1.2, including related facilities, operations and programs; further detail ecosystem forms, functions and linkages; assess the potential impacts of such uses; and, outline recommended environmental management and enhancement measures. Where a portion of the subject lands are located outside EPA, it is recommended that the Master Plan be prepared for the entire site, subject to the provisions of Section 5.8.

Where such plans have been approved by the Town and other relevant agencies, they may take the place of some or all of the environmental studies/investigations normally required by the Town provided the provisions of the Comprehensive Master Plan are deemed to satisfy applicable Town policy.

5.7.3.4.4 OPA226 Within the ORMCPA, in addition to being subject to Section 5.7.3.4.1 to 5.7.3.4.3, new non-intensive recreational uses within EPA are subject to the provisions of Section 7.10, and in particular Section 7.10.6.3, and shall not be permitted until a site plan has been approved by the Town of Caledon. New non-intensive recreational uses within the Greenbelt Protected Countryside designation are also subject to the provisions of Section 7.13 and in particular, Section 7.13.4.2.

5.7.3.5 Infrastructure

5.7.3.5.1 New public and private infrastructure will not be permitted in EPA, with the exception of essential infrastructure which may be permitted subject to approval requirements of the Town and other relevant agencies. In such circumstances, an EIS and MP shall be prepared which demonstrates that all reasonable alternatives to locating the proposed infrastructure outside of EPA have been explored, that the Town's ecosystem principle, goal, objectives, policies and performance measures have been adhered to, to the greatest extent possible, and to recommend appropriate mitigation, restoration and management measures.

5.7.3.5.2 Where public or private infrastructure projects are subject to a separate EIS and MP type review and approvals process, such as projects reviewed under the *Environmental Assessment Act*, the Town may consider reducing or eliminating the environmental study requirements. In such circumstances, the Town shall participate in the related review process to ensure that the Town's ecosystem principle, goal, objectives, policies and performance measures have been adhered to, to the greatest extent possible.

5.7.3.5.3 Where the construction/maintenance of infrastructure is of an emergency nature, such as those essential works associated with flood and erosion protection, or other immediate hazards, the Town may exempt such infrastructure from the requirements of policy 5.7.3.5. However, in such circumstances, the Town shall encourage the proponent to address the

Town's ecosystem principle, goal, objectives, policies and performance measures, as feasible.

5.7.3.5.4 Agencies responsible for the maintenance of existing infrastructure shall be encouraged to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, to the greatest extent possible. Such maintenance activities may necessitate certain environmental investigations, and may require the implementation of protective or mitigative measures, as considered appropriate by the Town or other relevant agencies.

5.7.3.5.5 OPA226 Within the ORMCPA, in addition to being subject to Section 5.7.3.5.1 to 5.7.3.5.4, new public and private infrastructure within EPA is subject to the provisions of Section 7.10, and in particular Section 7.10.6.6. New public and private infrastructure within the Greenbelt Protected Countryside designation is also subject to the provisions of Section 7.13 and in particular, Section 7.13.4.3.

5.7.3.6 Limited Extractive Industrial

5.7.3.6.1 With respect to EPA, Limited Extractive Industrial uses are defined to include only the following: licenced extractive industrial operations which existed at the date of adoption of Official Plan Amendment 124; and, those lands designated Extractive Industrial in the *Town of Caledon Official Plan* at the date of adoption of Official Plan Amendment 124.

5.7.3.6.2 Existing licenced extractive industrial operations within EPA shall be permitted to continue in accordance with the provisions of their current license. In such cases, the Town shall strongly pursue restoration of such EPA lands in a manner which adheres to the Town's ecosystem principle, goal, objectives, policies and performance measures. Related to this, the Town strongly supports the principle of progressive rehabilitation.

5.7.3.6.3 Lands designated Extractive Industrial on the Schedules to this Plan which coincide with EPA, but are not currently licenced, shall be subject to a dual policy designation. This designation permits new extractive industrial operations, subject to the policies of this Plan and the approval requirements of the Town and other relevant agencies. In such instances, an EIS and MP shall be completed which demonstrates, among other things: that the Town's ecosystem principle, goal, objectives, policies and performance measures have been adhered to, to the greatest extent possible; that critical ecological systems and functions identified through the EIS and MP have been excluded from actual extraction and placed in an EPA designation through the licencing process; and, that all disturbed EPA lands are to be restored to an equal or enhanced state through progressive rehabilitation.

5.7.3.6.4 OPA 186 Within the ORMCPA, in addition to being subject to Section 5.7.3.6.1 to 5.7.3.6.3, limited extractive industrial uses within EPA are subject to the provisions of Section 7.10, and in particular Section 7.10.6.2.

5.7.3.7 Environmental Impact Studies and Management Plans

5.7.3.7.1 Proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies.

5.7.3.7.2 In general, the EIS and MP shall:

a) Identify existing ecosystem forms, functions and integrity within EPA, and further refine the limits of EPA, if appropriate, at a more detailed scale;

b) Identify and assess the existing and potential function and integrity of Supportive Natural Systems and Natural Linkages and existing and potential ecological linkages between EPA lands, adjacent lands, and broader ecological systems;

c) Assess the anticipated immediate and longer term environmental impacts of the proposal and to identify all mitigation measures necessary to satisfy the Town's environmental policies and performance measures;

d) Demonstrate how the proposed development satisfies the environmental policies and performance measures contained in this Plan;

e) Recommend site-specific protection, enhancement, restoration and management programs necessary to satisfy the Town's environmental policies and performance measures, and to recommend appropriate mechanisms for implementing such programs; and,

f) To provide base line environmental data which will support environmental monitoring programs.

OPA226 The necessary scope and content of the required EIS and MP shall be determined jointly by the Town and other relevant agencies through such measures as pre-consultation with an applicant. Once established, EIS and MP Guidelines will assist in determining specific requirements. Within the Greenbelt Plan Area, the EIS and MP shall incorporate the applicable requirements for Natural Heritage Evaluations and Hydrological Evaluations, as detailed in Sections 7.10 and 7.13, and in particular, Sections 7.10.5.1.4 and 7.13.3.2.3.7.

5.7.3.7.3 Where the EIS and MP identifies certain additional lands as being critical to the sustained integrity of EPA, such lands shall generally be excluded from the development and shall be incorporated into an appropriate land use designation such as EPA. Such lands shall then be subject to the policies and performance measures pertaining to EPA, or as determined appropriate. Within the ORMCPA, where the EIS and MP identifies additional lands that are Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones, such lands shall be deemed to be designated EPA and shall be subject to the policies of Sections

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5.7 and 7.10. Within the Greenbelt Plan Protected Countryside designation, where the EIS and MP identifies additional lands that are Key Natural Heritage Features and Key Hydrologic Features, such lands shall be deemed to be designated EPA and shall be subject to the policies of Sections 5.7 and 7.13.

5.7.3.7.4 Where feasible, the environmental policy and study requirements of other agencies shall be incorporated into the Town's EIS and MP requirements in order to facilitate a streamlined and co-ordinated environmental review process.

5.7.3.7.5 The Town shall encourage, or where the process and circumstances permit, require, that lands within EPA, which are currently in a degraded state, be managed in a manner which restores long-term ecosystem integrity. Such management activities shall be implemented through an EIS and MP, where required, or through an approved Forest Management Plan, Environmental Management Plan or comparable document. The management measures outlined in an EIS and MP or other approved comparable document shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, and shall be subject to the Town's approval or the approval of another appropriate agency, prior to implementation.

5.7.3.7.6 Proposed large-scale development applications, proposed amendments to this plan or settlement area expansion proposals, which include, or are adjacent to EPA, and which may have a substantive impact on broader ecosystems, may be required to complete a comprehensive, broader scale environmental study, such as a Comprehensive EIS and MP or a Sub-watershed Study, prior to any planning and development approvals. Such broader scale investigations may be necessary in order to assess the carrying capacity of the affected ecosystem and the potential cumulative environmental effects of the proposal, within an appropriate environmental framework. The need for and scope of such studies shall be determined jointly by the Town and other relevant agencies.

5.7.3.7.7 In instances where a Sub-watershed Study, Secondary Plan or other broader scale environmental study has been completed in advance of a site-specific proposal affecting EPA, the Town, in consultation with other agencies, may reduce or modify the environmental study requirements for an individual application.

5.8 OPEN SPACE AND RECREATION

5.8.1 Introduction

The Town of Caledon contains numerous publicly and privately owned open spaces, and the diverse geography and landscapes within the municipality have led to the establishment of many landscape based recreational uses. This includes: extensive tracts of publicly owned Conservation lands; the Niagara Escarpment Parks and Open Space System; golf courses; ski facilities; and trail networks. The Town's population is expected to continue to grow and Caledon's proximity to expanding urban areas all but ensure that demand for open space/recreation and opportunity will increase. It is necessary therefore to plan for such opportunities in a manner which protects and stewards Caledon's natural environment, cultural heritage, rural landscapes, and settlements while addressing the open space/recreational needs of communities, and exploring the potential economic and social benefits of providing such opportunities.

The Open Space and Recreation provisions of this Plan provide an overall policy direction for open space/recreational development, uses and activities within the municipality. In addition to the general open space/recreation objectives and policies contained in Section 5.8.2 and 5.8.3 respectively, Section 5.8.4 establishes the Open Space Policy Area (OSPA) land use designation, and provides specific policy direction for lands so designated.

5.8.2 Objectives

5.8.2.1 To develop and maintain in system of parks and publicly accessible open spaces which provide for a diversity of recreational and leisure opportunities for a range of age and interest groups.

5.8.2.2 To preserve and protect existing linear trail systems, including the Bruce Trail, the Great Pine Ridge Trail and the Caledon Trailway.

5.8.2.3 To identify and develop a comprehensive recreational system in the Town through the preparation and implementation of a Caledon Greenways Strategy.

5.8.2.4 To participate in, and support, where appropriate, the initiatives of other agencies and interest groups in establishing or expanding interconnected linear and other recreational open space systems within Caledon, and at a broader scale.

5.8.3 General Policies

5.8.3.1 Within the "Greenbelt Plan Area", in addition to being subject to the provisions of Section 5.8, recreational and open space uses are subject to the provisions of Sections 7.10 and 7.13, as applicable, and in particular, Sections 7.10.6.3, 7.10.6.4 and 7.13.4.2. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the policies of the PPS and Provincial Plans.

OPA226

5.8.3.2 The Town shall provide for a diversity of local recreational activities and facilities for a range of age and interest groups, which are accessible to all Town inhabitants.

5.8.3.3 The Town shall ensure that all natural environment based recreational activities are consistent with the environmental policies and performance measures of this Plan.

5.8.3.4 It is the policy of the Town to encourage the development of a comprehensive open space recreational system within the municipality, which links watersheds, regional landforms and connects to external trail and open space networks. This system may include components of the Ecosystem Framework where appropriate, and shall be encouraged to integrate local, district, Regional and Provincial public parks.

5.8.3.5 The Town recognizes the significance of existing national, inter-provincial and inter-regional trail and open space/parks systems such as the Trans-Canada Trail, the Bruce Trail, the Humber Valley Heritage Trail, the Caledon Trailway, the Cataract-Elora Trailway and Niagara Escarpment Parks and Open Space system and shall endeavour to preserve and protect these trail networks and open space systems where feasible.

5.8.3.6 The Town will support and participate in, as appropriate, the initiatives of other agencies and interest groups to expand and interconnect existing linear passive trail systems. Particular emphasis shall be placed on linking recreational opportunities between the Oak Ridges Moraine, the Niagara Escarpment and the Humber and Credit river watersheds. Within the ORMCPA, the Town will support the establishment of a continuous recreational trail system along the Oak Ridges Moraine in Caledon, in accordance with the provisions of Section 7.10 and in particular, 7.10.6.3.

OPA 186

5.8.3.7 The following six parks form part of the Niagara Escarpment Parks and Open Space System:

- Glen Haffy Conservation Area;
- Ken Whillans Resource Management Area;
- Forks of the Credit Provincial Park;
- Willoughby Property;
- Belfountain Conservation Area; and,
- Terra Cotta Forest Conservation Area.

The portions of these Parks outside the EPA designation are included in the OSPA designation.

5.8.3.8 The Town shall, in consultation with other government, and non-government agencies, explore options for initiating a Caledon Greenways Strategy. This Strategy could, among other things, identify opportunities to establish a comprehensive, Town-wide recreational trails system and could include other important considerations such as the potential economic benefits of

enhanced tourism, and the potential impacts of increased recreational uses on the natural environment.

5.8.3.9 Optimum standards for local parkland within the Town are:

a) For community and neighbourhood parkland, the standard is 2.4 hectares of parkland per 1,000 persons, exclusive of EPA;

b) In addition to the above, for parkettes the standard is 1 parkette per 1,000 persons, exclusive of EPA.

5.8.3.10 OPA226 New intensive recreational uses shall only be permitted through an amendment to this Plan and to the Implementing Zoning By-law. Applications for new recreational uses shall be supported by appropriate background material as required by the Town and other relevant agencies. This shall include any environmental investigations/studies deemed necessary by the Town and other relevant agencies, up to, and including, an EIS and MP.

5.8.4 Open Space Policy Area (OSPA)

5.8.4.1 OPA 179 OSPA generally includes publicly and privately owned lands, not designated EPA, whose primary function includes intensive and non-intensive recreational uses. This designation generally includes Conservation Areas, the Caledon Trailway and the Cataract-Elora Trailway, the Forks of the Credit Provincial Park, golf courses, ski clubs, municipal parks, campgrounds, cemeteries and fairgrounds.

5.8.4.2 OPA 186 The uses permitted in OSPA shall be limited to existing uses, activities associated with approved forest management or environmental management plans, essential infrastructure and intensive and non-intensive recreation, including related facilities, operations and programs. Within the ORMCPA, in addition to being subject to the provisions of Section 5.8, uses shall only be permitted in accordance with the provisions of Section 7.10.

Notwithstanding any policy contained in Section 5.8, where the provisions of Section 7.10 are more restrictive, the more restrictive policies shall apply.

5.8.4.3 OPA226 OSPA lands shall be zoned in a separate classification in the implementing Zoning By-law except in the area of the Niagara Escarpment Plan, where Town's policies shall be implemented through the Niagara Escarpment Development Control process, as appropriate, and new development shall conform to the applicable policies of the Escarpment Recreation designation, the Niagara Escarpment Parks and Open Space System Policies and the Development Criteria of the Niagara Escarpment Plan.

5.8.4.4 Where lands in public ownership are currently being used, or are proposed to be used for recreational uses, including related facilities, operations and programs, the Town encourages the preparation and implementation of Comprehensive Master Plans, or comparable documents, for these lands. These Plans should be prepared through a co-operative process, involving the landowner, the Town and other relevant agencies and organizations. If

these properties include lands designated EPA, the Comprehensive Master Plan shall also respond to policy 5.7.3.4.3.

5.8.4.5 In the event that publicly owned lands which are designated OSPA are sold or otherwise disposed of, such lands shall be redesignated through an amendment to this Plan and the implementing Zoning By-law to permit such uses as may be anticipated or proposed for the lands. If such lands are to be used for recreational development or uses not existing at the time of the disposal of the lands, the proposed recreational uses shall be treated as new development and shall be required to demonstrate adherence to the Town's ecosystem goals, objectives policies and performance measures pursuant to the applicable provisions of Sections 5.7 and 5.8. This shall be demonstrated through the completion of appropriate environmental investigations and studies, and/or through specific implementation requirements, as determined jointly by the Town and other relevant agencies. This may include the completion of an EIS and MP.

5.8.4.6 Notwithstanding the provisions of Section 5.8 and the definition of Intensive Recreation contained in Section 6.7.90, within the ORMCPA cemeteries are deemed to be institutional uses and shall be subject to the provisions of Section 7.10, and in particular 7.10.6.5.

OPA 186

5.8.4.7 A recreational facility including ancillary uses such as temporary accomodation, dining facinities, recreational uses, a spa for health and therapy, meeting/conference rooms and outdoor recreational uses (fishing club, tennis courts, lawn bowling croquet and swimming pools) shall be permitted on the property located on Beech Grove Sideroad (east of Regional Road 136), legally described as Part of Lot 20, Concession 3 WHS in the former Township of Caledon.

5.8.4.8 Notwithstanding the permitted uses in the Open Space Policy Area designation, a golf course and accessory uses, tee boxes, fairways, greens, practice range, parking, maintenance buildings, stormwater management, hotel and clubhouse shall be permitted uses on Part of Lots 1 and 2, Concession 1, EHS, (Cal), Town of Caledon, Regional Municipality of Peel.

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5.9 TRANSPORTATION

5.9.1 Introduction

OPA226

The Town's transportation system is an essential part of achieving the goals, objectives and policies of this Plan and it significantly influences both land use patterns and quality of life in the Town of Caledon. The transportation system is designed to service existing and future land uses and to facilitate the safe and efficient passage of people and goods throughout the Town. The Official Plan recognizes the important relationship between existing and future development and all transportation modes and their elements.

There has been significant growth in the number of vehicles and trips due to population growth and increased travel demands. The huge volume of traffic passing through the Town has added further pressure on the Town's transportation infrastructure. This is a cause of concern due to the detrimental effects on the quality of life, the environment and the economy. Increased travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration.

In order to attain more sustainable transportation practices in the future, the Town has devised policies to provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable, efficient and energy conserving while minimizing environmental impacts. Caledon intends to support and promote efficient inter and intra-regional transit connections. However, Caledon does not currently own or operate a transit system, so a major shift from automobiles to transit use will require close collaboration with adjacent municipalities and the Region of Peel and also requires senior levels of government to assume an expanded role in providing and/or funding transit.

The high proportion of truck traffic passing through the Town places an additional burden on our roads and financial resources. Efforts to shift the movement of goods towards rail transportation and future highway improvements are a few measures that would help reduce through truck trips. The efficient movement of goods is important to the Regional economy and is an important factor in attracting and retaining a range of industries and businesses, thereby making high quality jobs available in both the Town and Region of Peel.

Nevertheless, it is recognized that trucks will continue to play a dominant role in the movement of goods, hence, it is important that the Town, in concert with the Region, the Province and adjacent municipalities, should plan for a transportation system that provides truck traffic with access to an efficient network of highways and arterial roads, segregating them from residential neighbourhoods.

The Town is committed to the provision and enhancement of an efficient transportation system, which is consistent with the "Multi-Modal Transportation System" approach that is accessible to all members of the community including persons with disabilities.

The Transportation policies of this Plan set out the following broad goal:

To develop a safe, convenient, economical, efficient, sustainable and energy conserving transportation system for the movement of people and goods which is well-integrated with the envisioned land use designations and facilitates appropriate development of the Town.

The policies of this Plan adopt a comprehensive transportation planning approach and emphasize the need to optimize the available existing transportation facilities in addition to the envisioned improvements in the Road Network, Public Transit and other elements of transportation. The policies of this Plan also promote a transportation system that is accessible to all, including persons with disabilities.

5.9.2 Transportation System Principles

OPA226

The broad principles for formulating the transportation system policies are to:

a) Adopt a multi-modal transportation system approach that offers safe, convenient and efficient movement of goods, services and people, including persons with disabilities;

b) Provide for an adequate network of roads, highways, transit, pedestrian, bicycle and rail links between the Town and adjacent municipalities;

c) Promote the development of an efficient and cost effective transportation system which is well-integrated with the Town's land use planning goals, objectives and policies;

d) Foster a collaborative/co-ordinated approach with the Province, Metrolinx, the Region of Peel and neighbouring municipalities to pursue integrated transportation planning; and,

e) Support the Sustainability objectives and policies of this Plan and develop a transportation system that is responsive to the three pillars of sustainability: economic, environmental and social/cultural.

5.9.3 Objectives

OPA226

5.9.3.1 To develop an appropriate transportation network and hierarchy of roads to promote the safe, convenient, economical and efficient movement of people and goods within and through the Town in concert with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions.

5.9.3.2 To promote an integrated transportation system which supports the provision of improved transportation mobility and choice to residents, employees and visitors and provides appropriate linkages among local, Regional and Provincial roads including the network within adjacent municipalities.

5.9.3.3 To ensure that the Town's ecosystem principle, goal, objectives, policies and performance measures are addressed through the planning, design, implementation, operation and maintenance of the transportation system.

5.9.3.4 To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas.

5.9.3.5 To support energy conservation and reduced transportation costs by advocating an expanded role of a public transit system and other sustainable modes of transportation.

5.9.3.6 To optimize the use of the Town's transportation infrastructure and services.

5.9.3.7 To ensure that the design of development is supportive of the efficient provision of public transit taking into consideration the Provincial Transit-Supportive Land Use Planning Guidelines.

5.9.3.8 To ensure that vehicular parking facilities are compatible with adjacent land uses, appropriately located, and adequate to support future parking demand.

5.9.3.9 To develop a transportation network that provides efficient passage for emergency vehicles throughout the Town.

5.9.3.10 To develop a transportation network that will minimize the impact of heavy truck and commuter traffic upon residential areas.

5.9.3.11 To design and locate, where essential to meet traffic requirements, new and expanded transportation networks so the least possible change occurs in the environment and the natural and cultural landscape of the Niagara Escarpment Plan Area.

5.9.4 General Policies

5.9.4.1 OPA226 The Town shall endeavour to create a comprehensive transportation system consisting of all modes and their related elements which is accessible to all members of the Town. As warranted a comprehensive set of specific programs shall be created to support each of the strategic elements that will contribute towards the sustainability and economic vitality of the Town.

5.9.4.2 The transportation policies should be read in conjunction with Schedule J, the Long Range Road Network, and Schedule K, Public Right-of-Way Widths.

5.9.4.3 OPA226 This Plan recognizes that the primary mode of individual travel during the plan period will be the automobile although the Town shall endeavour to

provide for a holistic transportation system comprising all modes and related elements.

5.9.4.4 Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic.

5.9.4.5 The Town will co-ordinate local road improvements, as appropriate, with the Region and the Province, and will encourage these authorities to maintain and improve roads within the Town, as appropriate.

5.9.4.6 OPA226 The Town shall, in co-operation with various jurisdictions as appropriate, undertake or participate in transportation studies as needed to determine and refine transportation requirements and to designate and protect corridors/areas required for future transportation infrastructure. Amendments to the transportation policies and Schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system.

5.9.4.7 Prior to detailed design of new or expanding roads, through consultation with relevant agencies, appropriate environmental studies may be required. The results of these studies may necessitate amendment to the transportation policies or schedules of this Plan.

5.9.4.8 Within the Niagara Escarpment Plan Area, in areas designated Escarpment Natural Area or Mineral Resource Extraction Area, only essential transportation facilities shall be permitted.

5.9.4.9 OPA226 Within the Greenbelt Plan Area, in addition to being subject to the provisions of Section 5.9, the transportation system in the Town shall be subject to the provisions of Sections 7.10 and 7.13, and in particular, Sections 7.10.6.6 and 7.13.3.4.

5.9.5 Transportation System

OPA226

The Town's transportation system consists of the existing and proposed road network, transit, cycling, pedestrian, trucking, rail, and air facilities. The transportation system plays a major role in shaping and supporting the form, character and growth of the Town.

The formulation of an effective Transportation System Plan involves various authorities with a variety of jurisdictions. The Town recognizes the need for partnership, consultation, co-ordination and co-operation between various levels of government and appropriate agencies and stakeholders to achieve the envisioned transportation system.

The transportation system and related policies of this Plan are formulated to achieve the Transportation System Principles set out in Section 5.9.2 and General Objectives set out in Section 5.9.3. The components of the Transportation System are summarized as follows and detailed policies for each component are provided in subsequent sections:

Transportation Study Areas: identifies areas where future transportation studies are required to address identified transportation system issues.

Provincial Freeway and Road Network: deals with highway planning and improvements, hierarchy and functionality of roads, right-of-way widths, road planning, traffic circulation and other appropriate improvement measures in order to enhance the overall efficiency of the road network.

Design and Construction of Roads: addresses design standards and other aspects of road construction.

Public Transit: includes policies intended to support the enhanced use and accessibility of public transit in general. Further specific policies with regard to an expanded GO Bus service, Bolton GO Rail Station location and the expanded role of the Region in addressing Caledon's transit needs are incorporated.

Transportation System and Demand Management (TSM/TDM): includes policies focused on enhancing the capacity of the existing transportation system by adopting TSM/TDM strategies and devising traffic circulation patterns to optimize road network efficiency.

Railways: includes policies respecting the need to provide adequate, accessible, and safe rail facilities, and particularly the need for the grade separation of railway mainlines from urban roads where feasible.

Airports: recognizes the importance of the Lester B. Pearson International Airport as a major transportation facility and sets out policies recognizing the Brampton Flying Club and analyzing its potential future role. This section also includes policies on land use compatibility.

Parking Management: includes policies regarding the planning of the location and quantity of parking to ensure appropriate provision and accessibility of parking areas to facilitate the efficient functioning of the transportation system. The policies also address supporting carpool lots at strategic locations to integrate with GO Transit and Highway Interchanges.

Active Transportation: incorporates and strengthens policies which encourage the use of a cycling and walking network, in order to accommodate work, recreation and other uses.

Trucking and Goods Movement: includes policies addressing the development of goods movement strategies in consultation with other levels of government to provide a safe and efficient multi-modal goods movement network with effective inter-modal connections, while addressing the protection of residential communities from adverse impacts of goods movements.

Implementation and Monitoring: includes policies setting out an implementation strategy to ensure that the transportation objectives of the

Plan are met and the functional efficiency of the transportation system is reviewed and monitored on a regular basis.

5.9.5.1 Transportation Study Areas

OPA226

The Transportation Study Area designation (identified on Schedule J) defines areas within the Town where outstanding issues related to Transportation are unresolved and it is the intention of the Town that further studies are to be undertaken. These areas of study are described as follows:

a) Caledon Village Alternate Route

Caledon Village and lands in the immediate vicinity are designated as a Transportation Study Area in recognition of the need for appropriate transportation and environmental studies to assess the demand for an alternate route to Highway 10 through the village.

b) North Bolton Arterial Road Network

Corridors for potential routes north and south of King Street as recommended in the Bolton Arterial Roads (BAR) Environmental Assessment Report (as amended in 1997) have been depicted as the Bolton Arterial Road Network on Schedules C and J of this Plan. The Bolton Arterial Roads Environmental Assessment Report (as amended in 1998) was approved by the Minister of Environment (MOE) in 2002. The improvements in the network entailing BAR will be carried out in accordance with the Environmental Study Report (ESR) as approved by the MOE.

c) Albion-Bolton Transportation Master Plan

The Caledon Area Transportation Study Update 2009 recommended that an overall transportation master plan study for Albion-Bolton should be undertaken to deal with issues encompassing Bolton Arterial Roads (BAR), improvements for Mayfield Road and Highway 50, the need for east-west connections, a plan or plans for future connections of Highway 427 and traffic passing through the Town, in order to accommodate growth with adequate transportation infrastructure. The Study Area will be determined through the Terms of Reference which will be duly approved by the Town Council.

5.9.5.2 Provincial Freeway and Road Network

OPA226

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

It is the policy of the Town to plan and support a road network which is in accordance with Schedules J and K that provides for both inter and intra-Town traffic movements, balances demand and capacity, protects and stewards ecosystems and preserves/conserves cultural heritage resources and human environments. The Town will co-ordinate local road improvements with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions.

5.9.5.2.1 The primary road network of the transportation system is set out on Schedule J, Long Range Road Network, including road classifications. The Public Right-of-Way widths are shown on Schedule K and in some cases on the Land Use Schedules of this Official Plan.

5.9.5.2.2 Unless otherwise detailed on Schedule J, or any Land Use Schedule, all roads shall be deemed to be local roadways.

5.9.5.2.3 This Plan recognizes the importance of the Highway 410 extension to Highway 10 in order to meet north-south transportation demands. The Town will continue to work with the Province and Region to monitor the traffic volumes and any needed improvements in the future within the Plan horizon.

OPA226

5.9.5.2.4 The Town will encourage and work with the Province, Region, area and other neighbouring municipalities to undertake appropriate measures to identify, protect and expedite the planning for the following multi-modal transportation corridors:

OPA 226

a) The Potential Major Transportation Linkage between the proposed North-South transportation corridor in Brampton and the potential GTA West Transportation Corridor; and,
b) Appropriate linkage of Highway 427 extension with the potential GTA West Transportation Corridor.

5.9.5.2.5 The Town will support and work with the Region, appropriate area and neighbouring municipalities and the Province to expedite the process of network planning for accommodating a North-South Transportation Linkage in Brampton and related Bram West Parkway facility along the Peel-Halton Regional Boundary, until such time as the need for, and long-term role of, one or both of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment Studies.

OPA 226

5.9.5.2.6 The Town will work with the Region and other affected municipalities to encourage the Province for:

OPA 226

a) Timely construction and completion of Highway 427 to the proposed terminus at Major Mackenzie Drive;
b) Initiating the planning of a Highway 427 extension beyond the proposed terminus at Major Mackenzie Drive to Highway 9 and beyond.

5.9.5.2.7 The Town will work with the Ministry of Transportation, the Regions of Peel and York and the cities of Brampton and Vaughan, to implement road network improvements in the vicinity of the Highway 427 extension in accordance with the recommendations of the joint municipal Highway 427-Peel Transportation Master Plan Study.

OPA 226

5.9.5.2.8 The Town will work with the Region and area municipalities to devise policies in order to control frequent access points being proposed to accommodate planned developments fronting on Major Regional Roads. The Region, in consultation with area municipalities, will be encouraged to:

OPA 226

a) Pursue the timely and appropriate review of the Region's Access Control By-law; and,

b) Implement innovative road cross-section designs in order to avoid frequent access points such as consolidating accesses and the provision of service roads as appropriate.

5.9.5.2.9 The road network will be based on the following functional classification system as shown on Schedule J:

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a) PROVINCIAL FREEWAYS

i) Are roadways under Provincial jurisdiction.

ii) Are roadways intended to serve large volumes of inter-regional and long distance traffic at high speeds.

iii) Are roadways of high speed design with uninterrupted flow, with access only achieved through grade separated interchanges, designated by the Ministry of Transportation as Controlled Access Highways.

iv) Developments located adjacent to a Provincial Highway will also require approval from the Ministry of Transportation.

b) HIGH CAPACITY ARTERIALS

i) Are roadways under Provincial or Regional jurisdiction.

ii) Serve high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centres.

iii) Will generally have a 30 to 50 metre road allowance width with 2 to 6 lane capability and limited property access.

iv) On-street parking will be discouraged.

c) MEDIUM CAPACITY ARTERIALS

i) Are roadways under Regional or Town jurisdiction.

ii) Serve moderate volumes of medium distance traffic at moderate speeds with limited property access.

iii) Will have a 20 to 36 metre road allowance with 2 to 4 lane capability.

iv) On-street parking will be discouraged.

d) LOW CAPACITY ARTERIALS

i) Are roadways under Regional jurisdiction.

ii) Serve low to moderate volumes of short distance traffic at relatively low speeds and are sections of medium capacity arterial roadways where physical or environmental barriers restrict right-of-way width or design speed.

iii) Will have a 20 metre road allowance with 2 lane capability.

iv) On-street parking will be discouraged.

e) COLLECTORS

i) Are roadways under the Town's jurisdiction.

ii) Serve low to moderate volumes of short distance traffic between local and arterial roads.

iii) Provide individual property access with some limitations

iv) Will generally have a 20 to 26 metre road allowance with 2 to 4 lane capability.

v) On-street parking may be permitted.

f) LOCAL ROADS

i) Are roadways under the Town's jurisdiction.

ii) Serve local traffic only and provide connections to collector roadways.

iii) Provide direct property access.

iv) Will have a 17 to 20 metre road allowance with 2 lane capability.

v) On-street parking may be permitted.

5.9.5.2.10 OPA226 The collector and local roads on the Schedules of this Plan are for orientation purposes only and such indications do not constitute designations of such roads in the Official Plan and therefore will not require any amendments in the event that the location of such roads is changed. Similarly, the identifications of Regional Roads are shown for convenience and consequently, any addition or removal of such Regional Roads from Schedule J to reflect the designation changes in the Regional Official Plan will not require an amendment to Caledon's Official Plan.

5.9.5.2.11 OPA226 The Town will seek to achieve the necessary right-of-way widths and provide the number of lanes within the range set in this plan. Necessary right-of-way widths will be acquired through Secondary Plan process

and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, bequeathment or other appropriate means. Furthermore:

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

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

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

d) In cases where a road widening is obtained by dedication through the development process, land will generally be obtained in equal amounts from both sides of the roadway. However, under certain circumstances, such as where there are physical constraints, such as environmental features or cemeteries, or other policy objectives to be considered, such as heritage conservation, off-set or single-sided road allowance widenings may be considered.

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

5.9.5.2.12 To maintain and protect the traffic capacity of all arterial and collector roadways, the Town will:

a) Minimize the number and restrict the location of intersections and driveways by:

i) controlling driveway access and on-site circulation through the development review process;

ii) encouraging, where appropriate, reverse frontage for residential lots on arterial roads; and,

iii) encouraging common access for commercial and industrial development.

b) Control future land uses that would have adverse effects on congested roads and intersections; and,

c) Generally require submission of Traffic Impact studies for development proposals that the Town considers significant traffic

generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.

5.9.5.3 Design and Construction of Roads

5.9.5.3.1 The construction of new collector and local roads within the Town of Caledon will conform to the recommended geometric design standards for the Town of Caledon. The reconstruction of existing Town roadways will conform to tolerable standards agreed to between the Province and the Town. Construction standards for arterial roadways will be dictated by the jurisdictional authority.

OPA226

Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs.

5.9.5.3.2 Notwithstanding the policies of Section 5.9, within the Niagara Escarpment Plan Area, only essential road infrastructure shall be permitted on lands designated either Escarpment Natural Area or Mineral Resource Extraction Area, and the installation of all new or reconstructed road infrastructure shall be consistent with the objectives, policies and development criteria of the Niagara Escarpment Plan.

5.9.5.3.3 Prior to development of new or expanded road infrastructure within the Niagara Escarpment Plan Area, approval is required from the Niagara Escarpment Commission.

5.9.5.3.4 Within the Niagara Escarpment Planning Area the objective is to design and locate new and expanded transportation facilities so the least possible change occurs to the environment and the natural and cultural landscape. All new and reconstructed road infrastructure shall be designed and located to minimize the impact on the Escarpment environment and be consistent with the objectives of this Plan. Examples of such site and design guidelines include the following:

a) Blasting, grading and tree removal should be minimized where possible through realignment and utilization of devices such as curbs and gutters, retaining walls and tree wells.

b) Finished slopes should be graded to a 2:1 minimum slope and planted; large cuts should be terraced to minimize surface erosion and slope failure.

c) Site rehabilitation should use native species of vegetation and blend into the surrounding landscape.

d) Vegetation screens should be used where feasible.

5.9.5.3.5 Notwithstanding the policies of Section 5.9, only essential infrastructure is permitted within lands designated Environmental Policy Area in the

Schedules to this Plan, in accordance with the provisions of Section 5.7.3.5.

5.9.5.3.6 Alternative transportation planning and design standards shall be explored and implemented, as appropriate, in order to recognize the form and character of existing historic communities, to preserve cultural heritage resources and to protect and enhance the natural environment.

5.9.5.4 Public Transit

OPA226

In light of current and future growth planned in and around Caledon, and new Provincial policy directions requiring more compact and complete communities, a key future component of the Town's transportation system is the role of public transit. With greater Provincial emphasis on transit, the Town must continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions for the provision of transit services to key growth areas within the Town. These policies are intended to support the enhanced use and accessibility of public transit in general, and specific policies have been formulated with regard to the provision of expanded GO Bus Service, provision of GO Rail Service to Bolton, the optimum location of a GO rail station in Bolton, bringing Hurontario Street higher order transit into the Mayfield West community and advocating an expanded role for the Region of Peel in addressing the Town's transit needs.

5.9.5.4.1 The Town may examine from time to time the need for a public transit service, as warranted by economic feasibility and service demand, and will incorporate the transit function in the planning and development process by:

a) Establishing a grid system for roads as development occurs, to enable effective transit use for community services, the efficient movement of traffic and emergency vehicle access.

b) Including future public transit facilities in the formulation of secondary plans.

c) Providing future transit facilities in staging settlement expansions and future development.

d) Including future public transit facilities in the approval process for subdivision plans, site plans and other development proposals.

e) Locating high density residential or commercial developments on anticipated transit routes or within 400 metres of those routes.

f) Locating retirement homes and community facilities on anticipated transit routes or within 200 to 300 metres of those routes.

g) Encouraging the use of park 'n' ride automobile facilities and ride sharing centres, to access inter-regional and municipal transit services connecting the Town with urban centres.

5.9.5.4.2 OPA226 The Town will collaboratively work with the Region, Metrolinx, Province, neighbouring municipalities and other appropriate jurisdictions to:

a) Expedite provision of GO Rail service to Bolton;

b) Protect the location for the future GO Rail service that has been identified by Metrolinx and the Province;

c) Enhance the existing GO Bus services passing through Bolton; and,

d) Explore opportunities for a future extension of the Hurontario Transit Corridor north of Mayfield Road into the Mayfield West community.

5.9.5.4.3 The Town, with the assistance of the Region of Peel and other appropriate jurisdictions, will initiate discussions with the City of Brampton for the extension of Brampton transit services to serve the residents and businesses in Bolton and also to provide future services to the Mayfield West Community in the Town.

5.9.5.4.4 The Town, with the assistance of the Region of Peel, will work with York Region to explore the possibility of the extension of future bus services on King Street, Highway 9 and Major Mackenzie Drive to key destinations in the Town.

5.9.5.4.5 The Town, with the assistance of the Region of Peel, shall undertake discussions with the concerned jurisdictions and interest groups to investigate the feasibility of developing the Orangeville Railway Line corridor to serve the future travel demand in the Town.

5.9.5.4.6 The Town will work with the Region of Peel to encourage the Ministry of Transportation to accommodate higher order transit services on the future extension of Highway 427 to cater to the peak commuter travel between Bolton and the GTA activity centres.

5.9.5.4.7 The Town will continue to work with the Region of Peel for the provision of transportation services such as Peel "Trans Help" door to door accessibility service and other related programs/services which accommodate transportation needs for members of the Town community with disabilities.

5.9.5.5 Transportation System Management and Demand Management (TSM/TDM)

The policies respecting TSM/TDM are focused on augmenting the capacity of the existing transportation system to ensure an optimal mix of both supply and demand rather than always adding capital-intensive new facilities.

Transportation System Management strategies are the set of measures which are effectively used to optimize the road network capacity, especially due to the increased demand for limited road capacity and the inability to keep constructing new transportation infrastructure to satisfy that demand due to right-of-way and funding constraints.

5.9.5.5.1 The Town shall encourage the maintenance of efficient traffic flows by design improvements such as jog elimination, regulation of turning movements, one-way streets, implementation of traffic control devices, parking restrictions, intersection geometric improvements, as required by the site conditions and traffic flows and in accordance with the Town's Traffic By-law.

5.9.5.5.2 The Town shall strive to achieve a significant increase in vehicle occupancy rates on an overall basis by continuing to work with Brampton-Caledon Smart Commute Transport Management Association (TMA) to encourage employers/employees to choose sustainable modes of transportation for their daily commutes.

5.9.5.5.3 The Town will support/work as appropriate with the Region, Metrolinx and other stakeholders to undertake an awareness and marketing initiative to encourage employers and residents to use sustainable modes which are viable alternatives to the private automobile.

5.9.5.5.4 In new developments in the designated greenfield areas, the Town shall endeavour to create street configurations, densities and urban form that support walking, cycling and the early integration and sustained viability of transit services.

5.9.5.6 Railways

OPA226 The railway maintenance and operation is under the jurisdiction of the Government of Canada which is managed by the various railway companies, namely Canadian Pacific Rail (CP), Canadian National (CN) and the Orangeville Rail Development Corporation. Town recognizes the importance of rail infrastructure for its role in long-term economic growth.

5.9.5.6.1 The Town recognizes the importance of the railroad system within the transportation network and in this respect:

a) The Town will facilitate, where feasible, the provision of freight service to industrial areas.

b) The Town will minimize, where feasible and desirable, the disruption of traffic flow on arterial roadways by rail services.

b) The Town will seek financial assistance from senior levels of government for road/rail grade separations, where appropriate.

c) The Town will work in conjunction with senior levels of government and the rail companies in the planning and development of new rail facilities and the relocation/reconstruction of existing facilities, where improvements in freight movement and/or safety measures are primary concerns.

d) The Town will pursue the use of existing railway lines for future commuter passenger service.

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e) The Town will protect residential areas from noise, glare and air pollution, subject to jurisdictional limitations, in accordance with established standards.

5.9.5.7 Airports

OPA226 The Toronto Pearson International Airport is an important element in the Region of Peel's transportation system and is a positive economic attribute for the Town of Caledon. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for the Region of Peel and the Greater Toronto and Hamilton Area.

The Brampton Flying Club airport, which is a smaller scale private flying club and flight training school, is also an important local land use planning consideration, both in terms of the airport's potential future role in the Town as well as the need to ensure that land use change in the vicinity of the airport is compatible with its function.

5.9.5.7.1 The development of lands within the Town in close proximity to the Brampton Airport (Brampton Flying Club) will be controlled in order that land uses will not be exposed to airport-related noise levels that exceed established Federal and Provincial guidelines.

5.9.5.7.2 OPA226 The Town will, in co-operation of the Region and Brampton Flying Club examine the potential future role of the Club.

5.9.5.7.3 The Town will ensure that development adjacent to the airport is compatible with airport operations and the needs of the residents. The Town will discourage land uses which may cause a potential aviation safety hazard.

5.9.5.8 Parking Management

OPA226 The Town recognizes the need to achieve careful planning of the location, quantity and cost of parking. The devised policies ensure appropriate provision and accessibility of parking areas facilitating efficient functioning of the transportation system. Appropriate policies have also been incorporated to support carpool lots at strategic locations to integrate with GO Transit and highway interchanges.

5.9.5.8.1 The Town will ensure adequate off-street parking facilities are provided to meet the parking demands generated by various lands uses, and furthermore:

a) The Town will specify standards for off-street parking requirements for each land use type within the implementing Zoning By-law.

b) Off-street parking facilities will be provided through zoning and site plan requirements.

c) The Town may acquire, develop and operate public parking facilities.

5.9.5.8.2 Generally the Town will endeavour to restrict on-street parking on arterial roads to reduce the traffic hazard and improve traffic operations.

5.9.5.8.3 The Town will designate parking facilities for vehicles used in the transportation of physically disabled persons, which will be a part of the site plan process in new development proposals.

5.9.5.8.4 OPA226 The Town will apply design standards for off-street parking facilities through the site plan process, which will, among other things, include locations, layout, construction, buffering and lighting criteria.

5.9.5.8.5 OPA226 The Town will work with the Region, neighbouring municipalities, Metrolinx, the Province and other appropriate jurisdictions to devise a long-term Carpool Lot Strategy.

5.9.5.8.6 The Town will promote the establishment of carpool lots at strategic locations to integrate with GO Transit, York Region Transit, Brampton Transit and major highway interchanges.

5.9.5.9 Active Transportation

OPA226 Active transportation is any form of self-propelled transportation that uses human energy, such as walking and bicycling. Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Increased reliance on active transportation, by itself or in combination with other sustainable modes, would not only help reduce the strain on the transportation system but will have immense individual, societal, environmental and economic benefits. An increased share of trips made by active transportation would contribute towards the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

5.9.5.9.1 The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.

5.9.5.9.2 Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan.

5.9.5.9.3 Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks.

5.9.5.9.4 The Town will work with the Region and school boards to promote the use of active transportation by students and to support the safe and active routes to school sites.

5.9.5.10 Trucking and Goods Movement

OPA226 Goods movement is an important aspect of the overall transportation system. Safe and efficient movement of goods and services within and through the Town is essential for sustainable economic growth and is an

important component of the Town's economy in attracting and retaining a wide range of industries and businesses. In order to gain a competitive edge, the Town needs to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks. The movement of trucks in the Town is regulated by means of a By-law, which restricts heavy truck movement to certain parts of the arterial road network and also regulates vehicle weights relative to the carrying capacity of roads and bridges.

5.9.5.10.1 To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:

a) Will generally encourage the primary through truck traffic onto high capacity arterial roadways, where road pavement structure is deemed structurally adequate. The Town will endeavour to keep the arterial roads open to truck traffic throughout the year.

b) Will permit truck use of medium capacity arterials and collector roadways only as connectors to service high capacity arterial routes, pending structural suitability.

c) Will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing.

d) May restrict heavy truck usage on part or all thereof of any municipal right-of-way through passage of a "No Heavy Truck" by-law.

e) May endeavour to impose seasonal load restrictions on arterial and collector roadways for reasons of structural inadequacy. Primary route closures due to seasonal load restrictions will be discouraged and every effort will be made to re-route truck traffic onto acceptable routes for the term of the restriction.

5.9.5.10.2 The Town shall work with the Region of Peel, other appropriate levels of government and industry stakeholders to develop and support a comprehensive, integrated and effective multi-modal goods movement system for the safe and efficient movement of goods.

5.9.5.10.3 The Town will work with the Region, Metrolinx, the Province and other levels of government to formulate a strategic goods movement network and to define a truck route network for the Town.

5.9.5.10.4 The Town shall support the Region of Peel and other jurisdictions in an effort to acquire a necessary goods movement database for strategic planning, analysis and formulation of goods movement plans and programs.

5.9.5.10.5 The Town shall promote the Region of Peel to investigate the feasibility of truck-only lanes on selected roads in Peel and the Town shall support the Region's efforts in encouraging the Province to undertake highway improvements in a timely fashion.

5.9.5.10.6 The Town shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:

a) Through-truck movement to be prohibited on collector and local roads within residential neighbourhoods;

b) Activities generating substantial truck traffic will be encouraged to locate near arterials and Provincial highways; and,

c) Work with the Region and Province to improve connections between arterials, expressways and inter-modal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas.

5.9.5.10.7 The Town shall work with the Region and other jurisdictions to encourage railway companies to play a more significant role in the movement of goods to and from the Town of Caledon.

5.9.5.11 Implementation and Monitoring

5.9.5.11.1 OPA226 A comprehensive implementation strategy is needed along with financial commitment to ensure that the transportation objectives of this Plan are met. The Town's capital budget indicates priorities for improving transportation facilities. Furthermore, the Town will investigate and implement, as appropriate, new capital and operating programs as required to increase the level of service throughout the Town.

5.9.5.11.2 The transportation system will be monitored through regular measurement of traffic characteristics that affect the efficiency of the road network and the demand for public transit services. The network monitoring will assist in the planning and scheduling of system improvements. Council may also initiate studies, to provide for a transportation review. Such studies will provide the necessary background information needed for official plan amendments, where necessary, to update the transportation plan and its policies.

5.9.5.11.3 The Town shall promote monitoring of the individual and cumulative effects of the transportation system on ecosystems, including the effects of salts and toxic residues.

5.10 SETTLEMENTS

5.10.1 Introduction

Consistent with the Strategic Direction and Goals of the Plan, this section describes the hierarchy of settlements within the Town and establishes the intended role and function as well as general and specific policies for each of the settlements within the Rural System. The settlement hierarchy consists of:

- Rural Service Centres
- Villages
- Hamlets
- Industrial/Commercial Centres.

This Section establishes detailed land use policies for settlements and should be read in conjunction with the other policies of this Plan.

5.10.2 Objectives

a) To foster and enhance the distinct community character of settlements in the Town.

b) To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.

c) To provide for orderly and efficient residential, commercial and industrial growth within settlements.

d) To ensure that adequate institutional, educational, recreational and cultural facilities are provided.

e) To ensure that development within settlements has regard for environmental and cultural heritage resources, including Escarpment Natural or Protection Areas as designated in the Niagara Escarpment Plan.

f) To encourage the concentration of industrial and commercial development with employment opportunities within settlements, with adequate provision of housing opportunities for the labour force.

g) To promote safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment

5.10.3 General Policies

5.10.3.1 Development within settlements will take place only within the designated boundaries shown on Schedule A, Land Use Plan; Schedule B, Mayfield West Land Use Plan; Schedule B-2, Mayfield West Phase 2 Secondary Plan Land Use Plan; Schedule C, Bolton Land Use Plan; Schedule D, Caledon East Land Use Plan; Schedule E, Caledon Village Land Use Plan;

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Schedule M, Inglewood Village and Area Land Use Plan, Schedule N, Tullamore Land Use Plan; Schedule R – Victoria Business Park Land Use Plan; Schedule T – Sandhill Land Use Plan, and within the limits of the settlements as shown on Figures 2 to 17 inclusive, and development shall occur within these settlements in accordance with the land use designations applicable, provided that such uses are identified in the implementing zoning by-law.

5.10.3.2 Development of settlements will take place within the following hierarchy:

a) Rural Service Centres - compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;

b) Villages - residential communities that are generally focused on an historic main street or crossroads. They are smaller than Rural Service Centres, and provide a limited range of services to the surrounding community;

c) Hamlets - small residential communities that are generally limited in size to a cluster of houses. They are smaller than Villages, and provide very limited services, if any; and,

d) Industrial/Commercial Centres - small, mixed-use settlements that provide a supportive industrial/commercial function to the Rural Service Centres.

5.10.3.3 Reclassification of a specific settlement from one settlement category to another will require an amendment to the Plan.

5.10.3.4 Development of settlements will take place in accordance with the population allocations and policies of Chapter 4.

5.10.3.5 Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.

5.10.3.6 Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for development.

5.10.3.7 Development shall conform to any approved settlement Master Drainage Plan, to the satisfaction of the Town and the applicable Conservation Authority.

5.10.3.8 The Town will endeavour to ensure, in consultation with the Region of Peel, that water and sewer services are planned, developed and utilized in an efficient manner, and the Town, in consultation with the Region of Peel, may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

5.10.3.9 A comprehensive water and sewer servicing study may be required in any individual settlement, prior to the release of lands for development, to ensure adequate and appropriate water and sewer services are available.

5.10.3.10 The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community.

5.10.3.11 Development will maintain, or preferably improve, the vitality and well-being of historic cores and main streets.

5.10.3.12 Accessibility of all buildings for handicapped persons will be encouraged.

5.10.3.13 The potential for crime will be minimized through the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

5.10.3.14 Residential intensification will generally be permitted in settlements where:

a) The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community:

b) The existing and planned services in the community can support the additional households; and,

c) The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.

5.10.3.15 Within fully serviced settlement areas, multiplexes shall be permitted in residential zones to provide a range of housing options and affordability. The following criteria shall apply:

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a) Subject to the policies of this Plan, the Provincial Planning Statement and applicable Provincial plans, all multiplexes shall be located on fully serviced lots within urban settlement areas;

b) Multiplexes shall be designed to integrate harmoniously with the existing built form and character of the surrounding neighbourhood, in accordance with urban design guidelines established by the Town. Consideration should be given to building height, setbacks, landscaping, and parking.

c) Multiplexes are encouraged on arterial and collector roads, and in proximity to transit and other amenities;

d) The number of dwelling units in a multiplexes shall be limited to four (4) units;

e) Notwithstanding the above, an amendment to this plan is not required where more than four (4) units are proposed. Consideration for more than four (4) units through the implementing zoning by-law should be given based on site-specific context, including lot size, servicing capacity, adequate parking, proximity to collector or arterial roads and neighbourhood context; and,

f) Multiplexes are encouraged to be affordable to low-or moderate-income households.

5.10.3.16 In the case of intensification in the Niagara Escarpment Plan Area, the appropriate minimum parcel size will be determined by the Town in consultation with the Region of Peel's Health Department and the Ministry of the Environment, Conservation and Parks.

5.10.3.17 The objectives and development policies of the Niagara Escarpment Plan Area shall apply to the growth and development (including any changes of boundaries) of the Villages of Cheltenham, Inglewood and Mono Mills, and the Hamlets of Belfountain, Cataract and Terra Cotta.

5.10.3.18 The objectives and policies of the ORMCP, as generally incorporated into Section 7.10 of this Plan, shall apply to the growth and development of the Village of Palgrave and the Hamlet of Albion, and those portions of the Rural Service Centre of Caledon East and the Hamlet of Mono Road that are within the ORMCPA. Notwithstanding any policy contained in Section 5.10, where the provisions of Section 7.10 are more restrictive, the more restrictive policies shall apply.

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5.10.3.19 The objectives and policies of the Greenbelt Plan, as generally incorporated into Section 7.13 of this Plan, shall apply to the growth and development of those portions of the Rural Service Centre of Caledon East, the Villages of Caledon and Alton, the Hamlets of Campbell's Cross, Claude and Melville and the Industrial/Commercial Centre of Victoria that are within the Greenbelt Plan Protected Countryside, and shall apply to the consideration for expansion of any Settlement Area within or abutting the Greenbelt Plan Area. Notwithstanding any policy contained in Section 5.10, where the provisions of Section 7.13 are more restrictive, the more restrictive policies shall apply.

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5.10.3.20 Creation of three or more adjacent lots shall generally occur by registered plan of subdivision or registered plan of condominium.

5.10.3.21 Consents proposed on undeveloped land within settlement areas, which would hinder the efficient development of the settlement, will not be permitted.

5.10.3.22 A Special Residential designation may be used to recognize certain existing residential areas within or immediately adjacent to settlements that are subject to site-specific policy provisions.

5.10.3.23 A site-specific designation may be used to recognize individual sites within a settlement that are subject to specific policy provisions.

5.10.3.24 Adult lifestyle and retirement projects will only be permitted in Rural Service Centres and Villages. Appropriate community, health and social services must be available, and applications for these proposals will generally include:

a) A marketing study which is specific to the project and identifies the demand for the project;

b) A social, recreational and medical services plan for the project;

c) A facilities plan which covers the phasing of facilities and services;

d) A transportation/transit plan related to the residents' needs, both short and long-term; and,

e) A plan for both the short and long-term implementation and maintenance of the above facilities and services.

5.10.3.25 *Additional Residential Units* as per Section 3.5.3.10 of this Plan, shall be permitted in Rural Service Centres, Villages and Hamlets where the primary use is residential.

5.10.3.26 Expansions to settlements will require an amendment to this Plan and shall be reviewed based on the following:

a) Protection of environmental and cultural resources;

b) The potential impact of the expansion on the function and character of the community;

c) The expansion as a logical and contiguous addition to the existing settlement;

d) The adequacy of municipal services and related municipal financial costs;

e) The need and demand for development;

f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area;

g) The preparation and conclusions of watershed and sub-watershed studies;

h) Compliance with minimum distance separation formulae;

OPA 186 i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan; and,

j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan.

5.10.3.27 The creation of new settlements are not contemplated during the Plan Period.

5.10.3.28 Policy Areas

5.10.3.27.1 Policy Areas may be established within settlement areas, to designate areas which are proposed for development during the Plan Period, but which may be subject to specific constraints including timing, servicing and other factors.

5.10.3.27.2 Residential and Industrial Policy Areas are identified in Schedule B, Mayfield West Land Use Plan; Schedule C, Bolton Land Use Plan; and Figure 15, Victoria. Residential Policy Areas are identified in Schedule D, Caledon East Land Use Plan.

5.10.3.27.3 Policy Areas will be used to manage the release of land for development consistent with the Principles, Strategic Directions Goals and Objectives, Population and Employment Forecasts, and Population Allocations of this Plan.

5.10.3.27.4 Release of the Policy Areas for development shall be phased within individual settlements, in accordance with the following:

a) The population allocations for the settlement;

b) The progress towards achieving the employment forecasts for the Town;

c) An orderly development of the Policy Areas in a manner that optimizes efficient provision of services and avoids fragmented development;

d) The availability of services such as water and sewer, roads, fire and police protection, schools, and other community services such as recreation facilities; and,

e) The phasing policies of Section 6.2.

5.10.3.27.5 Policy Areas shall be subject to an amendment prior to the Policy Area Lands being released for development. The amendment will determine detailed land use designations, prior to zoning and other development approvals. Land use designations shall be consistent with appropriate policy provisions of this Plan.

5.10.3.27.6 Uses within Policy Area designations legally in existence as of the day prior to adoption of this policy shall be considered permitted uses until such time as the lands proceed to development, and these permitted uses may be reflected in the implementing Zoning By-law.

5.10.3.27.7 In accordance with the requirements specific to each Policy Area, as detailed in Section 5.10.4, prior to the Town considering an amendment for the release of Policy Areas for development, either a Secondary Plan shall be prepared or the following studies/assessments will be completed in support of the proposal:

a) An engineering study to address servicing, stormwater management, and, as appropriate, hydrogeology and geotechnical issues;

b) A transportation study;

c) A residential housing distribution assessment including mix and types, or; industrial/commercial distribution assessment, including mix and types (as appropriate);

d) An environmental study and, as appropriate, a heritage resource study;

e) An assessment of the impact of development on community services, and the Town's employment and housing objectives and policies;

f) A fiscal study to address the financial impact of development on the Town; and,

g) A community design assessment that addresses, for example, community linkage opportunities and streetscape design.

The above studies/assessments will also be utilized to formulate the appropriate form of development within the Policy Area, to ensure an integrated well planned development at the plan of subdivision/condominium approval stage.

5.10.3.27.8 Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:

a) Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area:

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

Development will provide for a mix of housing types within the Rural Service Centre of Caledon East, based on Low Density

development consisting of detached and multiple housing at a net density of up to 16.6 units/net hectare, Medium Density development at a net density of 19-30 units/hectare and apartments permitted as part of mixed-use development.

b) The following locational criteria will be applied to low, medium and high density housing development:

i) Low Density Housing:

- generally located in the interior of neighbourhoods away from arterial roads;
- adequately serviced by neighbourhood parks;
- accessible to community facilities such as schools and recreational facilities.

ii) Medium Density Housing:

- generally located on or in close proximity to collectors and arterial roads;
- used as a transition between low density and higher density areas;
- located close to or adjacent to parks, schools, open spaces, and commercial facilities.

iii) High Density Housing:

- located either on or in close proximity to arterial or collector roads;
- located closer to commercial/institutional uses than lower density housing;
- located close to or adjacent to parks and open spaces.

5.10.4 Rural Service Centres

5.10.4.1 Introduction

Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town.

Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services. A wide range of commercial, employment, recreational, institutional, and other uses and community services will be developed and permitted in these settlements to serve both the needs of residents within the settlement, and to residents in other areas of the Town.

The Rural Service Centres are Mayfield West, Bolton, and Caledon East.

5.10.4.2 General Policies - Rural Service Centres

5.10.4.2.1 The boundaries of the Mayfield West, Bolton, and Caledon East Rural Service Centres are shown on Schedules B, C and D respectively.

5.10.4.3 Mayfield West

5.10.4.3.1 Introduction

Mayfield West has been designated a Rural Service Centre. A growing community, it represents a significant opportunity to effectively provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon.

5.10.4.3.2 General Policies - Mayfield West

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5.10.4.3.2.1 The boundary of the Mayfield West Rural Service Centre is shown on Schedule B, Mayfield West Land Use Plan. This boundary represents the lands needed for the settlement for the 2031 timeframe.

5.10.4.3.2.2 The boundary of the Snell's Hollow Secondary Plan is shown on Schedule B-1; the boundary of the Mayfield West Secondary Plan is shown of Schedule B; the boundary of the Mayfield West Phase 2 Secondary Plan is shown on Schedule B-2. Policies governing the development and redevelopment of these areas are contained, respectively, in Section 7.11, Section 7.12, and Section 7.14.

5.10.4.3.3 Policy Areas - Mayfield West

5.10.4.3.3.1 Residential Policy Area A

Residential Policy Area A shall require the preparation of a Secondary Plan. Development for this area must have regard for the Environmental Assessment Study outcomes related to the proposed extension of Highway 410.

Growth in this policy area will proceed in an orderly fashion from the westerly boundary of the Policy Area, and the internal road layout for this area will be designed to avoid, or minimize direct road access onto Mayfield Road. Development will have regard for existing and proposed land uses in the City of Brampton.

5.10.4.3.3.2 Residential Policy Area B

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Residentail Policy Area B shall require the detailed studies as provided for in Section 5.10.3.27.7, prior to releasing lands for development. Development in this area will be integrated with adjacent residential proposals in the City of Brampton.

In addition, the Highway 410 road right-of-way requirements will be protected.

5.10.4.3.4 Residential and Commercial Area - Mayfield West

5.10.4.3.4.1 Lands designated as residential on Schedule B, Mayfield West, between the Etobicoke Creek and Highway 10 shall be subject to the following policies:

a) Development of these lands shall include a residential mix of single-family and townhouse dwelling units, with the related support services of institutional uses including a fire hall, a library and a church, a range of commercial uses, and open space. Development will be phased in an orderly and efficient manner with the initial phase including the necessary community services and facilities as deemed appropriate by Council in addition to a reasonable portion of townhouse units.

b) An overall gross density of 12.4 to 13.6 units per hectare (5 to 5.5 units per acre) shall be permitted, including townhouse development at a site density of 30 units per hectare (12 units per acre). Townhouse units will be integrated into the overall residential development, so as not to isolate these units into any one area of the community. A high level of urban design and landscaping will be provided in the community.

c) Upon finalization of the future alignment of Highway 410, the lands not required for the Highway corridor may be developed in accordance with the designation(s) of the abutting lands in the settlement area without the need for amendment to this Plan. Development of such land shall be compatible with adjacent lands.

5.10.4.4 Caledon East

5.10.4.4.1 Introduction

Caledon East has been designated as a Rural Service Centre and will serve as a focus for growth and service provision in the central part of the Town. Caledon East is also the administrative centre for the Town as a whole. In addition to the Town's administrative office, Caledon East is the location of major educational, recreational and commercial facilities. In order for Caledon East to fully realize the Rural Service Centre function, an appropriate range of opportunities related to service provision, housing mix and employment are necessary. The provision of these opportunities has been addressed in a comprehensive manner in the Caledon East Secondary Plan.

5.10.4.4.2 General Policies - Caledon East

5.10.4.4.2.1 A comprehensive secondary plan for the Caledon East Rural Service Centre has established the designations and detailed policies for the Caledon East Area. The boundary of the Caledon East Secondary Plan Area is shown on Schedule A. The boundary of the Caledon East Settlement is shown on Schedule D and represents the land needs for the settlement for the 2021 time frame.

5.10.4.4.2.2 Detailed policies for the development of Caledon East are contained in the Caledon East Secondary Plan policies contained in Section 7.7 of this Plan.

5.10.4.5 Bolton

5.10.4.5.1 Introduction

Bolton has been designated a Rural Service Centre in recognition of its traditional role in servicing the surrounding rural area and smaller settlements, in addition to providing for additional new opportunities relating to service provision, housing mix and employment opportunities in the east part of the Town.

Given the higher range of goods, services, and infrastructure currently provided within Bolton, the Plan establishes a development pattern which reflects a rounding out of the Settlement and reinforces the role and function Bolton will continue to play within the Strategic Direction identified in this Plan.

5.10.4.5.2 General Policies - Bolton

5.10.4.5.2.1 The boundary of the Bolton Rural Service Centre is shown on Schedule C, Bolton Land Use Plan. This boundary represents the land needs for the settlement for the 2021 time frame.

5.10.4.5.2.2 The boundary of the Bolton Core Secondary Plan Area is defined on Schedule C and C-1; the boundary of the Bolton South Hill Secondary Plan Area is defined on Schedule C and C-2; the boundary of the West

Bolton Secondary Plan Area is defined on Schedule C and C-3; the boundary of the South Simpson Secondary Plan is defined on Schedule C-5; and, the boundary of the North East Bolton Secondary Plan Area is defined on Schedule C and C-4. Detailed secondary policies for the development of these areas are contained, respectively, in Section 7.3, Section 7.2, and Section 7.4, Section 7.5 and Section 7.9 of this Plan.

5.10.4.5.2.3 The Bolton North Hill Residential Area defined on Schedule C, Bolton Land Use Plan, shall consist of residential land uses in accordance with the following provisions:

a) Development of residential land uses shall be based on a net basis, where net hectare is defined to be exclusive of public right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area;

b) The maximum residential density on lands identified as High Density Residential shall be 120 units per net hectare;

c) The maximum residential density on lands identified as Medium Density Residential shall be 44 units per net hectare;

d) The design of any proposed development will be compatible with the land uses, densities, road patterns, parks, and open space of the adjacent lands and the community;

e) Access for development purposes shall be by internal road, and no access shall be permitted to either Highway No. 50 or Columbia Way. Such internal road shall also provide access to the Town of Caledon North Hill District Park;

f) Accessibility to all buildings by handicapped persons will be encouraged;

g) Development shall occur by registered plan of subdivision, condominium, or other similar forms of development;

h) A high standard of landscape and streetscape features shall be provided in accordance with Section 5.16 of this Plan; and,

i) Adequate off-street parking is to be provided including appropriate provision of loading spaces for multiple residential development, as specified in the implementing Zoning By-law.

5.10.4.5.2.4 Development of lands east of Station Road in Part of the West Half of Lot 8, Concession 6, E.M.R. (Albion) which are designated Low Density Residential and Medium Density Residential shall occur in accordance with the following provisions:

a) In Low Density Residential areas, the permitted uses shall be single-detached dwelling units and associated home occupation uses to be reflected in the implementing Zoning By-law. Density shall not exceed 19 units per net residential hectare where net hectare is

defined to be exclusive of public right-of-ways, parks, Environmental Policy Area, and Open Space Policy Area;

b) In Medium Density Residential areas, the permitted uses shall be semi-detached dwelling units and street townhouse dwelling units to be reflected in the implementing Zoning By-law. Density shall not exceed 39 units per net residential hectare where net hectare is defined to be exclusive of public right-of-ways, parks, Environmental Policy Area, and Open Space Policy Area.

5.10.4.5.2.5 The maximum density permitted on residential lands in Part of the West Half of Lot 6, Concession 7, in the former Township of Albion, at the north-west corner of Landsbridge Street and Queensgate Boulevard, shall be 44 units per net hectare where net hectare is defined to be exclusive of public right-of-ways, parks, Environmental Policy Area, and Open Space Policy Area.

5.10.4.5.2.6 The maximum density permitted in the Residential Area at the north-east corner of Station Road and Ellwood Drive in Part of the West Half of Lot 7, Concession 6, in the Former Township of Albion shall be 31 units per gross hectare.

5.10.4.5.2.7 Development of lands at the southeast corner of Station Road and King Street West which are designated High Density Residential shall occur in accordance with the following provisions:

OPA 246

a) Permitted uses shall include townhouse dwelling units and a senior's retirement residence at a combined floor space index no greater than 2.0 times the area of land designated as High Density Residential on Schedule "C". Density shall not exceed 130 units per net hectare where net density is based on the land area proposed to be developed for permitted uses, and exclusive of public right-of-ways, parks, environmental policy areas and open space.

b) Building heights, exclusive of rooftop mechanical structures, any ornamental architectural elements, balconies and parapets shall not exceed seven (7) storeys and shall be designed such that building heights are compatible with the existing valley area topography and surrounding residential uses. All building height restrictions shall be further specified in the implementing Zoning By-law.

OPA 246

c) A high degree of urban design shall be provided which ensures that any proposed development on the site will be compatible with or enhance the community character of the area.

d) A high standard of landscape and streetscape features shall be provided in accordance with Section 5.16 of this Plan.

5.10.4.5.2.8 Housing development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential intensification proposals, will be considered in the context of 5.10.3.27.8 a) and b).

5.10.4.5.2.9 Development of the lands to the east of Kingsview Road in Part of Lot 9, Concession 7 (former Township of Albion) now Town of Caledon which are designated Low Density Residential shall occur in accordance with the following provisions:

a) The permitted uses in Low Density Residential Area shall be any residential building form referred to in this section that shall not exceed a density of 30 units per net hectare.

b) Low density residential building forms may include single-family detached and semi-detached dwelling units. Plans of subdivision should ensure compatibility of building types through consideration of appropriate scale, massing and siting.

5.10.4.5.2.10 Development of the lands to the east of Emil Kolb Parkway, north of De Rose Avenue and south of Glasgow Road, in Part of Lot 10, Concession 5 (Albion), designated as Parts 1 & 2 on 43R-40167, save and except Part 1 on 43R-35776; Part of Lot 10, Concession 6 (Albion), designated as Part 3 on 43R-40167, save and except Part 1 on 43R-7171; Part Road Allowance between Concession 5 & 6 between Glasgow Road and King Street West (Albion) being Chickadee Lane; Part of Lot 10, Concession 6 (Albion); and Part Lot 10, Concession 6 (Albion) being Glasgow Road, which are designated Medium Density Residential shall occur in accordance with the following provisions:

a) The maximum height for single detached dwellings shall be no greater than 3 storeys;

b) The maximum height for townhouse dwellings shall be no greate than 4 storeys;

c) The developable area shall be the area on which development would not be precluded pursuant to the policies of Section 5.7 (Environmental Policy Area); and

d) The net density permitted shall be between 30 and 40 units per hectare. Net density is defined as the land area proposed to be developed for residential uses, exclusive of public rights of-way, parks, and environmental policy. For a plan of subdivision, the net area shall equal the sum of the area of the residential lots or blocks to be created by the draft plan.

5.10.4.5.2.11 Notwithstanding Section 5.10.4.5.12.2 of the Plan, development of the 1.5ha of land located north of Mayfield Road in between Albion Vaughan Road and Highway 50 in Part of Lot 1, Concession 7 (Albion), Town of Caledon, Regional Municipality of Peel, shall occur in accordance with the following provisions:

OPA282

g) The Subject Lands designated "High Density Residential" shall be developed in accordance with the following provisions:

i. The permitted uses shall be high density residential uses in accordance with Section 5.10.3.27.8 a) and b) and the implementing Zoning By-law;

ii. Notwithstanding Section 5.10.3.27.8 a) and b) of the Plan, the maximum permitted Density is 260 units per hectare;

iii. The maximum permitted building height is seven (7) storeys to the top of the roof, and exclusive of the roof-top parapet and roof-top mechanical structures;

iv. The subject lands shall be developed on full municipal services; and,

v. All vehicular access to and from the Subject Lands shall be restricted to Albion Vaughan Road, and there shall be no vehicular access from Highway 50.

b) The Subject Lands designated "Environmental Policy Area" contain natural heritage features (watercourse) and associated 10 m wide buffers, which shall be re-channelized and re-naturalized by the Owner to the satisfaction of the Town of Caledon and the Toronto and Region Conservation Authority (TRCA), and conveyed into public ownership (Town of Caledon and the portion within the Highway 50 road widening to be conveyed to the Region of Peel).

5.10.4.5.3 Bolton Commercial Policies

OPA 215

5.10.4.5.3.1 General

The Bolton Commercial Policies have been comprehensively updated in July 2007, as a result of a Town initiated Commercial Policy Review including planning and market impact studies. It is intended that these policies will provide guidance for future commercial development in Bolton based on population estimates up to 2021 and consistent with the Provincial Policy Statement and Places to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe. Major changes to these policies shall only be permitted through a Five (5) Year Review of the Official Plan or another Commercial Policy Review.

5.10.4.5.3.2 (Policy number not in use)

5.10.4.5.3.3 A junior department store in the Bolton settlement area shall only be permitted within the Bolton Community Shopping Centre Commercial Area.

5.10.4.5.3.4 In order to protect and differentiate the planned functions of both the Bolton Core Commercial Area and the Bolton South Hill Commercial Area, minimum sizes for the retail stores in new developments within the Bolton Community Shopping Centre Commercial Area may be imposed in the

implementing Zoning By-law. This policy shall not apply to development that is in accordance with the approved Zoning By-law for the site.

5.10.4.5.3.5 In addition to the policies of Section 5.4 Commercial, the following detailed policies apply to commercial lands in the Bolton Rural Service Centre.

5.10.4.5.3.6 In order to provide a wide range of services to the surrounding residential areas, medical offices are encouraged to locate within the Bolton Core Commercial Area. Medical offices are discouraged in the other commercial land use designations, but an Official Plan Amendment may be considered to permit medical offices outside of the Bolton Core.

5.10.4.5.4 Bolton Core Commercial Area

5.10.4.5.4.1 The boundaries of the Bolton Core Commercial Area are shown on Schedule C, Bolton Land Use Plan and Schedule C-1, Bolton Core Land Use Plan. The Bolton Core Commercial Area consists of those areas designated General Commercial within the Bolton Core Secondary Plan.

5.10.4.5.4.2 The Bolton Core Commercial Area shall generally function as the principal centre for personal service and professional office uses, and may include retail/service activities, including tourism services such as antiques, gifts, souvenirs, and eating and drinking facilities in the Bolton trade area. In addition, lands within the Bolton Core Commercial Area may be developed for residential purposes in accordance with the policies of Section 7.3.5.2.

5.10.4.5.4.3 The Town supports the Business Improvement Area (BIA) in the Bolton Core Commercial Area, and will assist the BIA Board of Management in its efforts to promote the Bolton Core Commercial Area.

5.10.4.5.4.4 Through co-operation with the BIA Board of Management, property owners, and tenants, the Town may assist in the provision of off-street parking facilities in the Bolton Core Commercial Area. Such assistance may include the establishment of a parking fund wherein the municipality, as a condition of a development, may require cash-in-lieu of parking when the parking area required under an implementing Zoning By-law cannot be provided.

5.10.4.5.4.5 The Bolton Core Commercial Area is differentiated from the other three primary commercial designations, by virtue of its pedestrian accessibility and small store sizes. As such, highway commercial uses or big box retail uses are not permitted.

5.10.4.5.4.6 Development within the Bolton Core Commercial Area is further guided by Section 7.3.5 Bolton Core Commercial Area, 7.3.6 Vehicular and Pedestrian Accessibility, 7.3.7 Heritage, 7.3.8 Environmental Policy Area, and 7.3.9 Implementation.

5.10.4.5.5 Bolton South Hill Commercial Area

5.10.4.5.5.1 The boundaries of the Bolton South Hill Commercial Area are as shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.5.2 The Bolton South Hill Commercial Area generally shall function as one of the principal centres for non-food store retail (NFSR) uses in the Bolton trade area.

5.10.4.5.5.3 All General Commercial uses, as described in Section 5.4.4 will be permitted in the Bolton South Hill Commercial Area subject to the provisions of Section 5.4.9, except that motor vehicle sales, rental or leasing agencies, accommodation and ancillary residential uses shall be discouraged from locating in this Area.

5.10.4.5.5.4 Redevelopment of portions of the Bolton South Hill Commercial Area for Mixed-Use commercial/residential shall be encouraged in order to strengthen the commercial function of this area and to promote housing intensification. Such redevelopment shall require an Official Plan Amendment and will be reviewed in accordance with the provisions of this Plan, and particularly in accordance with Sections 6.2.1.6 and 6.2.3.

5.10.4.5.5.5 Redevelopment for Mixed-Use commercial/residential use may be permitted subject to the following:

a) Commercial uses shall be restricted to the uses as provided for in Section 5.10.4.5.5.3, and as permitted in the implementing Zoning By-law;

b) Residential uses shall be confined to floor levels higher than the first level completely above finished grade;

c) Mixed-use development shall be identified in a separate classification in the implementing Zoning By-law;

d) Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape; and,

e) Prior to the rezoning of any lands within the Bolton South Hill Commercial designation, Council may require the preparation of a Traffic Study in order to assess the potential traffic impact associated with the proposed development, in relation to the local road network.

5.10.4.5.5.6 Proposals for redevelopment for Mixed-Use commercial/residential shall promote the enhancement of streetscapes, pedestrian and vehicular safety and connectivity between sites, and compatibility with adjacent land uses. Design guidelines may be prepared to provide more specific guidance for the development of Mixed-use sites within the Bolton South Hill Commercial Area.

5.10.4.5.6 Bolton Highway 50 Commercial Area

5.10.4.5.6.1 The boundaries of the Bolton Highway 50 Commercial Area are shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.6.2 The Bolton Highway 50 Commercial Area generally shall function as the principal centre for automotive-related uses and commercially-related recreational uses in the Bolton trade area.

5.10.4.5.6.3 All highway commercial uses as generally described in Section 5.4.5 shall be permitted. Notwithstanding Section 5.4.5, large-scale business and professional office uses, and high quality prestige industrial type uses, in accordance with the provisions of Section 5.5, shall be permitted in the Bolton Highway 50 Commercial Area. All other professional offices, personal services and ancillary residential uses shall be discouraged from locating in this Area, and new retail stores shall not be permitted. Existing retail uses, such as hardware and lumber stores, may be permitted minor expansion, subject to the provisions of the implementing Zoning By-law.

5.10.4.5.6.4 Where new development, including new lot creation is proposed in the Bolton Highway 50 Commercial Area west of Highway 50, consideration shall be given to limiting access to Highway 50 and such access shall be to the satisfaction of the Town of Caledon and the Region of Peel.

5.10.4.5.6.5 All new development shall provide high quality landscape and streetscape features adjacent to all abutting roads, including Highway 50, in accordance with the general design policies of Section 5.4.9. For development on the west side of Highway 50, which may obtain access from a road to the west of the Bolton Highway 50 Commercial Area, the east side of buildings which are adjacent to Highway 50 shall be designed as commercial façades, notwithstanding that the frontage of such new development may be on the west side of such building.

5.10.4.5.6.6 OPA228 Notwithstanding Subsection 5.10.4.5.6 of the Plan, a clinic is permitted on lands legally described as Lot 6, Plan 43M-1658, Town of Caledon, Regional Municipality of Peel, as shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.7 Bolton Community Shopping Centre Commercial Area

5.10.4.5.7.1 OPA 215 The boundaries of the Bolton Community Shopping Centre Commercial Area are as shown on Schedule C, Bolton Land Use Plan and Schedule C-6, Bolton Community Shopping Centre Commercial Area.

5.10.4.5.7.2 Principles

The Bolton Community Shopping Centre Commercial area shall function as a commercial shopping centre for large-scale retail facilities servicing the community of Bolton in accordance with the policies as set out in Section 5.4 and 5.10 of the Official Plan. Commercial uses in accordance with Section 5.4.6.1 of this Plan shall be permitted subject to the site-specific policies set out in Section 5.10.4.5.7.15.

Development will balance function and design in a retail centre of 'new format', traditional open-centre and freestanding pad facilities. The

physical elements shall be linked by employing a consistent design theme or themes in an integrated complex or grouping of buildings designed to evoke the Town's small town "vision" for the shopping centre lands.

It is intended that the Bolton Community Shopping Centre Commercial Area will be developed through incremental additions of commercial facilities on lands within the designation. As such, the Area has been divided into precincts and each precinct will have specific permitted uses, floor space caps as required and special site-specific policies.

In accordance with the above policy, changes in the types of permitted commercial uses or major changes to the floor space caps shall not be permitted within an Amendment to this Plan and the completion of a Commercial Impact Study pursuant to Section 5.4.3.13 of this Plan.

The principal means of access to the Subject Lands will be from Highway 50, McEwan Drive and Healey Road.

The high standard of design of the commercial development will be guided, in part, through the application of design guidelines for the Bolton Community Shopping Centre Commercial Area including the design of the Highway 50, McEwan Drive and Healey Road frontages and road allowances.

Goals and Objectives

Specific goals and objectives for the Bolton Community Shopping Centre Commercial Area include:

- To provide for a significant commercial shopping area to meet the commercial needs in Bolton which would retain a greater proportion of the commercial expenditures in the community and contribute to the Town's employment and commercial assessment base;
- To provide for logical and orderly development on full municipal services;
- To ensure land use compatibility with adjacent uses in the community of Bolton;
- To ensure a high standard of community design throughout the development; and,
- To create a definable street edge along all street frontages including Highway 50, McEwan Drive and Healey Road.

5.10.4.5.7.3 Vision/ Identity

The development of the Bolton Community Shopping Centre Commercial Area will play a significant role in the growth and evolution of the Bolton community as a Rural Service Centre in the Town of Caledon. The Town's vision evokes a rural small town theme, pedestrian friendly orientation and consistently high standard of design in the context of providing a significant community shopping centre.

The Town recognizes the new format trends and emerging retail markets and the dynamic shopping experience they offer.

The Town will require that any new development will be of a high standard of design and will employ a consistent design theme or themes intended to evoke the Town's small town "vision" for the Subject Lands. As a result, the Town shall require that a comprehensive site plan be prepared for the sites within the Subject Lands to guide the overall development.

5.10.4.5.7.4 Notwithstanding Section 5.5.4, a transportation terminal shall be permitted on lands legally described as the rear portion of Part of Block 3, Plan 43M-808, Town of Caledon, Regional Municipality of Peel, as shown on Schedule C, Bolton Land Use Plan.

OPA 223

5.10.4.5.7.5 South Bolton Shopping Centre Design Guidelines

The South Bolton Shopping Centre Design Guidelines dated March 19, 2002, as may be amended, shall be applied to achieve a high standard of design which will employ a consistent design theme or themes intended to evoke the Town's small town "vision" for the development. This will include a safe and attractive pedestrian environment including the use of landscaping and positioning of buildings, pedestrian friendly access and internal linkages between buildings and the use of wide sidewalks.

Such guidelines may be reviewed periodically and may be amended from time to time provided that any amendments shall conform to this Plan and be adopted by Council after a formal public review process.

In addition to implementing the design guidelines, development shall be guided by the general design policies contained in Section 5.4.9 of the Official Plan and the Town's site plan approval requirements.

OPA 223

5.10.4.5.7.6 Comprehensive Site Plan

A comprehensive site plan for the sites within the Bolton Community Shopping Centre Area shall be prepared in a form acceptable to Council for approval, prior to the passing of an implementing Zoning By-law and shall be generally consistent with the South Bolton Shopping Centre Design Guidelines dated March 19, 2002.

5.10.4.5.7.7 Public Transportation

Development should be designed to promote the use of future public transportation by incorporating site plan features such as:

a) Buildings which are oriented to the street and future transit routes, wherever possible;

b) Safe and convenient access for pedestrians between buildings and future transit stops, parking areas, and other buildings and facilities;

c) Internal roads designed having regard to future transit service as well as pedestrian and bicycle travel; and,

These design goals are advanced in the context of the development of a major shopping centre with full automobile access.

5.10.4.5.7.8 Heritage Resources

The identification, documentation and possible recovery of built heritage resources shall be completed to the satisfaction of the Town prior to alterations or demolition of any structures on-site and any soil disturbance.

5.10.4.5.7.9 Municipal Servicing

All development shall proceed by way of full municipal servicing including improvements to Highway 50, and the extension of McEwan Drive, and Healey Road, and including appropriate cost-sharing agreements to the satisfaction of the Town and the Region.

All development shall be serviced by full municipal sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities. The design of these services shall comply with Town standards as well as those of the respective public and private utility providers.

5.10.4.5.7.10 Servicing Plan

An overall Servicing Plan shall be required, approved by the Town and the Region, to address drainage and servicing issues and including impacts both up and down stream. Final design details shall be determined prior to site plan approval under Section 41 of the *Planning Act*, in accordance with a detailed Drainage and Engineering Service Report to the satisfaction of the Town, the Region and/or the Toronto Region and Conservation Authority.

A Servicing Agreement shall be in place to the satisfaction of the Town, the Region and the Toronto Region and Conservation Authority to provide for any off-site works to service the development.

5.10.4.5.7.11 Stormwater Management

The Town may require on-site treatment of stormwater prior to discharge into the municipal stormwater system. If off-site stormwater management is proposed, then final design and construction details shall be determined prior to site plan approval under Section 41 of the *Planning Act*, in accordance with a detailed stormwater management report approved by the Town, the Region and the Toronto Region Conservation Authority.

A Servicing Agreement shall be in place prior to site grading, to the satisfaction of the Town, the Region and the Toronto Region Conservation Authority, to ensure that the stormwater management works and any related appurtenances will be constructed and all servicing easements obtained, when required.

5.10.4.5.7.12 Site Transportation and Circulation

A Traffic Impact Report may be required by the Town addressing Highway 50, Healey Road and the traffic associated with the McEwan Drive extension to the satisfaction of the Town and the Region.

Where roads are proposed to intersect with Regional Road, the transportation system shall also have regard to Regional Requirements and standards. A Traffic and Parking Study will be required, if requested by the Town, as part of the site plan approval process to ensure safe and functional internal circulation within the development.

5.10.4.5.7.13 McEwan Drive Extension

McEwan Drive shall be designed and constructed from Regional Road 50 to Commercial Road to the satisfaction of the Town and the Region. This road shall be designed as an easterly extension to provide proper access to the development lands and adjacent properties.

5.10.4.5.7.14 Phased Development

Development on sites within the Bolton Community Shopping Centre Commercial Area may take place in phases. Any phasing shall take place in accordance with the policies set out in the Official Plan Section 5.4.3.12, Section 6.2.1.7 and Section 6.2.6.

5.10.4.5.7.15 Development Precincts

The Bolton Community Shopping Centre Commercial Area has been divided into various precincts as shown on Schedule C-6, to provide site-specific policies regarding permitted uses, floor space caps and site development for the individual sites or areas within the designation. Each of these precincts shall be developed as an integrated complex or grouping of buildings containing a cohesive grouping of retail, service and office commercial uses in accordance with Section 5.4.6. Traffic and access, site circulation and stormwater management shall be addressed on a comprehensive basis in consideration of adjacent sites or sites that are otherwise related.

5.10.4.5.7.16.1 Precinct A

This precinct shall be developed with a home improvement store to a maximum gross floor area of 4,478 m^2 (48,200 ft^2), non-food store retail (NFSR) to a maximum gross floor area of 4,757 m^2 (51,200 ft^2), and other commercial uses to a total maximum gross floor area for the site of 9,293 m^2 (100,000 ft^2). Additional floor space may be permitted on the site for the purpose of enclosing an outdoor storage area which is accessory to the home improvement store provided that such floor space is used exclusively for storage and is not used for retail sales.

5.10.4.5.7.16.2 Precinct B

OPA 238

This precinct shall be developed with a department store, which, as defined by Statistics Canada may include the sale of food and one supermarket (as defined by Statistics Canada) as provided for in the

implementing Zoning By-law. The department store shall not be less than 9,290 m^2 (100,000 ft^2) of gross leasable floor area and shall not exceed a total of 37,436 m^2 (402,960 ft^2) of gross leasable floor area in all phases. Any expansions to the proposed gross leasable floor area of this precinct or major changes to the gross leasable floor area breakdown may be subject to the provisions of Section 5.4.3.13 and will require an Official Plan Amendment.

Development may occur in phases, provided adequate provision is made for the development of both a supermarket and department store upon full build out and development proceeds in an orderly and efficient manner to completion.

5.10.4.5.7.16.3 Precinct C

Only a home and auto supply store/outlet shall be permitted within this precinct.

5.10.4.5.7.16.4 Precinct D

This precinct shall be developed only with a medical centre having as its main use a clinic, and may also include one dining-room restaurant, one pharmacy with a maximum gross floor area of 372 m^2 (4,200 ft^2), and a medical laboratory.

5.10.4.5.7.16.5 Precinct E

This precinct shall be developed with a movie theatre complex with a maximum gross floor area of 2,252 m^2 (24,241 ft^2) as well as other commercial uses up to a maximum gross floor area of 2,172 m^2 (23,380 ft^2), including non-food store retail to a maximum gross floor area of 1,300 m^2 (14,000 ft^2).

5.10.4.5.7.16.6 Precinct F

This precinct has been developed with a range of existing retail, restaurant, office, and industrial uses. It is intended that this precinct provide a range of services to the surrounding industrial area and it is not intended to be placed with big box retail uses. New commercial uses may be considered provided that the applicant can demonstrate that the commercial parking standards of the Town can be met.

5.10.4.5.7.16.7 Precinct G

This precinct includes two sites: a site occupied by an existing bank and the adjacent property. On the site occupied by the bank, a financial office shall be the only permitted use. The financial office will have a bank as its main use, but may include accessory office use directly related to the principal use.

On the site adjacent to the bank, offices and other commercial uses including 1,022 m^2 (11,000 ft^2) of NFSR shall be permitted.

New development shall be designed comprehensively with the adjacent bank site.

5.10.4.5.7.16.8 Precinct H

This precinct shall be developed as an unenclosed shopping centre having a maximum gross floor area of 18,110 m^2 (194,900 ft^2) comprised of a grouping of buildings designed to function as a co-ordinated and integrated centre and may include:

- a home improvement centre of not less than 7,430 m^2 (80,000 ft^2) and not more than 11,150 m^2 (120,000 ft^2) of gross floor area;
- non-food store retail (NFSR) to a maximum of 4,650 m^2 (50,000 ft^2) of gross floor area;
- accommodation, clinics, offices, personal services, restaurants, places of entertainment, places of assembly and facilities for cultural, recreational, social and/or athletic purposes;
- specialty food stores to a combined maximum gross floor area of 700 m^2 (7,500 ft^2); and,
- a supermarket with a maximum gross floor area of 3,716 m^2 (40,000 ft^2) subject to the following:

Council shall not enact a Zoning By-law amendment to permit a supermarket prior to the earlier of:

i) 18 months following the issuance of a building permit for a supermarket of a minimum size specified by the Town in a Zoning By-law adopted for that purpose, in a location that will be convenient to serve Bolton's North Hill area; or,

ii) March 27, 2012, and no Commercial Impact Study will be required pursuant to Section 5.4.3.13.1 to pass a by-law implementing the supermarket permission referenced in subsections (i) or (ii) above provided the owner of the lands which constitute all or part of the Special Area has applied to the Town for an amendment of the Zoning By-law to permit a supermarket on this site, prior to March 27, 2014. After that date, a Commercial Impact Study will be required, pursuant to Section 5.4.3.13.1.

It is intended that a home improvement centre will be the anchor store within this precinct. The conversion of the gross floor area allocated to the home improvement centre to other uses will be discouraged. A commercial impact study pursuant to Section 5.4.3.13.1 will be required to convert the gross floor area allocated to the home improvement centre to NFSR or specialty food space that exceeds the limits noted above.

In connection with any proposal to expand the total gross floor area of this precinct or to exceed the maximum gross floor area for any component of

this precinct, the Town may require a Commercial Impact Study pursuant to Section 5.4.3.13.1.

Within this precinct, minimum unit sizes for retail stores may be specified in the Zoning By-law to differentiate the function of this designation from the other commercial areas in Bolton.

The principal means of access to the precinct will be from Regional Road 50 and Healey Road.

5.10.4.5.8 Local Commercial Sites

5.10.4.5.8.1 One local commercial site will be allowed in the West Bolton Secondary Plan Area.

5.10.4.5.8.2 One local commercial site will be allowed in the Bolton South Hill area as defined on Schedule C-2. The site shall be not more than 0.5 hectare in size, located on lands separated from the South Hill Commercial Area, and shall meet the requirements of Sections 5.4.3.13.

5.10.4.5.8.3 One local commercial site will be allowed in the North East Bolton Secondary Plan Area.

5.10.4.5.8.4 A Local Commercial land use will be allowed on lands described as Part Lot 9, Concession 6, in the Town of Caledon known municipally as 369 King Street West as shown on Schedule C Bolton Land Use Plan. Notwithstanding the provisions of Section 5.4.7 and 5.10.4.5.3 of the Plan, uses permitted on these lands shall be limited to a business or professional office, personal service shop, club, or clinic. The implementing Zoning By-law may further restrict the permitted uses.

5.10.4.5.9 Bolton Industrial Policies

In addition to the policies of Section 5.5 Employment Areas, the following detailed policies apply to industrial lands in the Bolton Rural Service Centre.

5.10.4.5.9.1 Notwithstanding Section 5.5.4, on lands designated Prestige Industrial within the Bolton Rural Service Centre, limited outside storage shall be permitted provided such lands are not adjacent to highways or arterial roads, and provided such lands are in conformity with the general design policies outlined in Section 5.5.7. In addition, outside storage uses shall be confined to rear yards and side yards only.

5.10.4.5.9.2 Industrial plans of subdivision on the east side of the Coleraine Drive shall be designed so that the lots thereon do not have direct access onto the Coleraine Drive.

5.10.4.5.9.3 In order to preserve Coleraine Drive as a potential alternate route and for traffic safety, industrial uses shall not have direct access to the Coleraine Drive. Access shall be through an internal road system connecting to the existing road network. As well a landscape strip area shall be located along the east side of the Coleraine Drive in order to prevent access and to

buffer existing residences. The landscape strip shall consist of a mixture of deciduous and coniferous tree and shrub plantings which may be located on a continuous berm which shall be graded in a naturalistic manner. (A berm shall not be required where it would hinder proper stormwater management.) For those residences which front onto the Coleraine Drive, the landscape strip shall extend around the rear, flank, and side yard until such time as said lot is no longer used for residential purposes.

5.10.4.5.9.4 A Prestige Industrial – Gateway/Special Use site has been identified on Schedule C at the southwest corner of McEwan Drive and Regional Road No. 50 in recognition of the gateway function these lands serve in relation to adjacent Prestige Industrial lands.

The Prestige Industrial – Gateway/Special Use site may function as a business service centre to adjacent industrial lands. Therefore, notwithstanding Section 5.5.3.12, permitted uses on the site may include commercial uses accessory to an industrial use and commercial services serving primarily uses within the industrial area, in addition to the industrial uses identified in Section 5.5.4.1.

Within the Prestige Industrial – Gateway/Special Use site the gross floor area of all premises where Department Store Type Merchandise (DSTM) is sold including accessory sales to an industrial or wholesale warehouse use shall not exceed 33% of the total gross floor area of all buildings on the site within this designation. No increase in the gross floor area for DSTM sales is contemplated, and any such increase shall require an amendment to this Plan. This policy shall be reflected in the implementing Zoning By-law.

A high standard of urban design shall be provided in development within the Prestige Industrial – Gateway/Special Use site in order that the site reflects a prominent entry to the remainder of the Prestige Industrial area

5.10.4.5.9.5 OPA228 Notwithstanding Subsection 5.10.4.5.9 of the Plan, a clinic is permitted on lands legally described as Lot 6, Plan 43M-1658, Town of Caledon, Regional Municipality of Peel, as shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.9.6 OPA 243 A Secondary Plan, entitled the Coleraine West Employment Area Secondary Plan, has been completed in order to expand the Bolton Employment Area. The detailed policies are contained in Section 7.15 of this Plan.

5.10.4.5.10 Policy Areas - Bolton

5.10.4.5.10.1 Industrial Policy Area A

Industrial Policy Area A shall require the preparation of a secondary plan, prior to releasing lands for development. Future development proposals shall be co-ordinated and integrated with lands to the east and north and provision shall be made for the protection of the right-of-way of Coleraine Drive. The development of quality prestige Industrial development at

Mayfield Road and along Coleraine Drive will reflect the area's focus as a Gateway to Caledon.

5.10.4.5.10.2 Industrial Policy Area B

Notwithstanding the provisions of Section 5.10.4.5.9.2, Industrial Policy Area B shall require the detailed studies as provided for in Section 5.10.3.27.7, prior to releasing lands for development. Development plans for this area shall be integrated with the Bolton Arterial Road Environmental Assessment Study.

5.10.4.5.10.3 A Secondary Plan, entitled the South Simpson Industrial Secondary Plan, has been completed for Bolton Industrial Policy Area A. The detailed policies for the South Simpson Industrial Secondary Plan area are contained in Section 7.9 of this Plan.

5.10.4.5.11 Site-specific Areas

5.10.4.5.11.1 Site-specific Area 1

Site 1 shall be permitted to be developed for a retirement facility in accordance with the implementing Zoning By-law.

5.10.4.5.11.2 Site-specific Area 2

Site 2 shall be permitted to develop General Industrial uses as provided for in Section 5.5.5, primarily for the purposes of an auctioneer's facility.

5.10.4.5.12 Special Residential Areas - Bolton

5.10.4.5.12.1 Existing Special Residential Areas on Schedule C may be considered for redevelopment by an Amendment to this Plan, subject to the preparation of a Secondary Plan, or additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request.

5.10.4.5.12.2 The Special Residential Area located north of Mayfield Road, east of Highway 50 and west of the Albion-Vaughan Line is an interim type land use. It is recognized that there is a need, through the process provided in Section 5.10.4.5.12.1, to address more compatible long-term use(s). A minimum lot size of 1.0 hectares shall apply to these lands.

5.10.4.5.12.2.1 OPA0240 Notwithstanding Section 5.10.4.5.12.2 of the Plan, development of the 9.52 ha of land located on the west side of Albion Vaughan Road, generally north of Kirby Road in Part of Lot 2, Concession 7 (Albion), Town of Caledon, Regional Municipality of Peel, shall occur in accordance with the following provisions:

a) The permitted uses shall be medium density residential uses in accordance with Section 5.10.3.27.8 a) and b) and the implementing Zoning By-law;

b) The site shall develop comprehensively through a Plan of Subdivision;

c) Pedestrian connection to the neighbouring Special Residential Areas to the west and south shall be considered at the time of Plan of Subdivision.

5.10.4.5.12.3 Special Residential Areas east of Highway 50 and north of King Street shall have a minimum lot size of 1200 square metres.

5.10.4.5.13 Bolton Special Policy Area (Bolton SPA).

5.10.4.5.13.1 The Floodplain management policies of the Province of Ontario generally state that no development or redevelopment will be permitted in areas below the Regulatory floodline as defined by a Conservation Authority, or if one does not exist, by the Ministry of Natural Resources and Forestry. In certain exceptional situations, where this basic policy is not feasible, the provincial policy provides for additional flexibility to floodplain management by means of a "Special Policy Area" designation. Such a designation may be applied to developed areas where the strict application of floodplain management policies could threaten the economic and social viability of the community by restricting new development and redevelopment, or by limiting the expansion of existing uses. The Bolton Core is such an area. Situated within the Town's largest settlement area, and within the jurisdiction of the TRCA, the established commercial uses in the Bolton Core constitute a significant component of the Settlement's and the Town's overall economic base.

5.10.4.5.13.3 The boundaries of the Bolton Special Policy Area are shown on Schedules C and C-1: Bolton Land Use Plan and Bolton Core Land Use Plan. These boundaries may in the future be changed by amendment to this Plan, as a result of improved information or further remedial works. For key terminology contained in Section 5.10.4.5.11 which is not defined in this Plan's Glossary of Terms, reference should be made to the TRCA Valley and Stream Corridor Management Program, or subsequent Authority policy documents.

5.10.4.5.13.4 Remedial flood protection works have been undertaken along a segment of the Humber River traversing through the Bolton Core and certain adjacent valleylands. The works provide flood protection to a level such that the risk of flooding does not exceed 18% in a one hundred (100) year period which is a reasonable level of protection for the Core. However, it is still less than that required to meet the Regulatory floodline for this area which is defined by the Regional Storm floodline generated by Hurricane Hazel.

5.10.4.5.13.5 All new structures in the Bolton Special Policy Area should be protected from flooding to the level of the Regulatory floodline in a manner acceptable to the Town and Conservation Authority. However, if it is demonstrated to the Town and Conservation Authority that this level of protection is not achievable, then a lesser level of protection may be acceptable. The minimum acceptable level of protection will be a 18 percent risk of flooding of the structure over a one hundred (100) year period (approximately the 1:500 year flood).

5.10.4.5.13.6 The Town shall base its requirement for floodproofing measures on the following alternatives, listed in order of priority:

a) Dry, passive floodproofing measures shall be required and implemented to the extent technically and economically acceptable;

b) Wet floodproofing measures may be permissible for non-habitable portions of new development in order to minimize flood risk and/or to meet the required level of flood protection; and,

c) Where a) and b) cannot be achieved, dry active floodproofing measures may also be recommended to minimize flood risk in combination with a) and b).

5.10.4.5.13.7 Ingress and egress for all buildings shall be "safe" pursuant to the Provincial Flood Plain Planning Policy and technical studies of site-specific flooding conditions.

5.10.4.5.13.8 Prior to the issuance of a building permit, the Town shall consult with the Conservation Authority regarding the administration of fill and construction regulations. Any proposed flood damage reduction measures, which may include setbacks, basement elevations, the strength of foundation walls, the placement of fill and the restriction of building openings, are to be addressed.

5.10.4.5.13.9 The placing or dumping of fill of any kind, the alteration of any watercourse or the construction of any proposed buildings or structures within the regulatory floodplain, shall not be permitted within the Bolton Special Policy Area without the approval of the Conservation Authority, pursuant to Ontario Regulation 158.

5.10.4.5.13.10 An implementing Zoning By-law governing land uses within the Bolton Special Policy Area shall list zone classifications that identify the intended use of the property and shall also include a suffix that indicates the flood susceptibility of such property.

5.10.4.5.13.11 An implementing Zoning By-law governing land uses within the Bolton Special Policy Area shall contain provisions, where appropriate, relating to minimum building setbacks, maximum lot coverage, minimum height of any opening, and other such matters as determined by the Town.

5.10.4.5.13.12 Notwithstanding any other policy in Section 5.10.4.5.11, no new development or redevelopment will be permitted where they would be subjected to flows which due to their velocity and/or depth would be a hazard to life or where they would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory flood-line.

5.10.4.5.13.13 For public safety purposes, the following uses shall be prohibited on any parcel of land which is either wholly or partially designated SPA:

a) Elementary school, day care centre, hospital, nursing home, senior citizens housing, a home for the physically or mentally handicapped other child care, or residential care facility;

b) An automobile service station or any development which includes the storage, handling, production or use of a chemical, flammable, explosive, toxic, corrosive, or other dangerous material and the treatment, collection or disposal of sewage; and,

c) A building or structure directly related to the distribution and delivery of an essential or emergency public service including police, fire, ambulance and electric power transmission.

5.10.4.5.13.14 The development or redevelopment of lands for commercial and residential uses, including ancillary residential and multiple residential uses, is to be encouraged in the Bolton Core Area in accordance with Section 7.3 Bolton Core Area Secondary Plan and the Policies contained herein under this Section 5.10.4.5.11, Site-specific Areas.

5.10.4.5.13.15 It is the policy of Council to co-operate with the TRCA in the establishment and operation of a flood warning and evacuation system.

5.10.4.5.13.16 New development and redevelopment within the Bolton SPA shall be encouraged, or required, to adhere to the Town's ecosystem goals, objectives, policies and performance measures to the greatest extent possible.

5.10.4.5.13.17 The proponents of new development and redevelopment within the Bolton SPA may be required to complete appropriate studies, up to, and including, an Environmental Impact Study and Management Plan, pursuant to Section 5.7.3.7, prior to approval of the development proposal. The need for such studies shall be determined jointly by the Town, the TRCA and other relevant agencies.

5.10.4.5.13.18 The requirements of the Town, the TRCA and other agencies, including all necessary floodproofing measures, shall be implemented as a condition of development approval of the Town.

5.10.4.5.13.19 The Town supports the principle of establishing a publicly owned riparian habitat zone adjacent to the Humber River within the Bolton Special Policy Area for the purposes of enhancing and restoring riparian habitat.

5.10.4.5.13.20 Further to Section 5.10.4.5.13.19, the Town supports the TRCA in advocating a minimum 10 metre width for the riparian habitat zone. However, it is recognized that there are sites within the SPA where this width may need to be increased or reduced in order to respond to existing site constraints, to ensure slope and river bank stability and to provide for non-intensive recreational uses, such as a linked trail system, where appropriate. In such instances, the Town shall, in consultation with the TRCA, determine an appropriate buffer width which achieves the environmental and open space policies of this Plan to the greatest extent feasible, while allowing for appropriate development.

5.10.4.5.13.21 Lands which are excluded from development pursuant to Sections 5.10.4.5.13.19 and 5.10.4.5.13.20 above, shall be deemed to be designated EPA and shall be zoned accordingly.

5.10.4.5.14 Commercial – Medical Centre

5.10.4.5.14.1 The boundaries of the Commercial – Medical Centre are shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.14.2 The Commercial – Medical Centre generally shall function as complementary to the function of the designated Bolton Community Shopping Centre Commercial Area.

5.10.4.5.14.3 Only a medical centre shall be permitted in the Commercial – Medical Centre designation.

5.10.4.5.14.4 The lands shall be developed in general conformity with the South Bolton Shopping Centre Design Guidelines dated March 19, 2002 to achieve a high standard of design that complements and strengthens visual linkages and design approaches with the adjacent Bolton Shopping Centre. This will include a safe and attractive urban environment, including attractive pedestrian environment, landscaping and building position.

In addition to implementing the design guidelines the development of the site shall also be guided by the general design policies contained in Section 5.4.9 of the Official Plan and the Town's site plan approval requirements.

5.10.4.5.15 Commercial – Financial Office

5.10.4.5.15.1 The boundaries of the Commercial – Financial Office are shown on Schedule C, Bolton Land Use Plan.

5.10.4.5.15.2 Only a financial office shall be permitted in the Commercial – Financial Office designation.

5.10.4.5.15.3 The lands shall be developed in general conformity with the Industrial/Commercial Design Guidelines adopted by the Town of Caledon Council on June 24, 2002 to achieve a high standard of design that will include a safe and attractive urban environment, including attractive pedestrian environment, landscaping and building position.

In addition to implementing the design guidelines, the development of the site shall also be guided by the general design policies contained in Section 5.4.9 ofv the Official Plan and the Town's site plan approval requirements.

5.10.4.5.16 Bolton North Hill Commercial Area

OPA 244

5.10.4.5.16.1 The lands located at the northeast corner of Regional Road 50 and Columbia Way comprising approximately 3.3 gross hectares (8.2 gross acres) shall be used for a food supermarket and ancillary retail purposes.

5.10.4.5.16.2 Notwithstanding other policies of this Plan, ancillary retail and service commercial uses include apparel, convenience and grocery stores; clinics,

limited offices, personal services, pharmacies, banking, hair salons, dry cleaning, and restaurants.

5.10.4.5.16.3 The goal in designating this area for a food supermarket and ancillary retail uses is to serve the existing North Hill neighbourhood, while ensuring that the viability of the Bolton Core Commercial Area is maintained.

5.10.5 Villages - DELETED

5.10.6 Hamlets - DELETED

5.10.7 Industrial/Commercial Centres

5.10.7.1 Introduction

Industrial/Commercial Centres will serve a complementary role to other settlements and will provide, at a small scale, a supportive function to the Rural Service Centres for industrial and commercial development. The Centres are located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of provincial or regional transportation routes.

The Industrial/Commercial Centres are Sandhill, Tullamore and Victoria.

5.10.7.2 General Policies - Industrial/Commercial Centres

5.10.7.2.1 The boundaries of the Industrial/Commercial Centres are shown on Schedules N, R and T and Figures 13 and 15.

5.10.7.2.2 Tullamore and Victoria will serve primarily as industrial centres and will also function, to a lesser extent, as highway commercial centres in accordance with the policies and related uses in Section 5.4.5 and 5.5. In accordance with the direction provided in Policy 5.4.5.4, a wider range of retail and service commercial uses are permitted up to a maximum gross floor area of 24,500 square metres on the lands located at the northeast corner of Airport Road and Mayfield Road and legally described as Part of Lot 1 Concession 1 (Albion), Town of Caledon, Regional Municipality of Peel, as shown on Schedule "N", Tullamore Land Use Area Plan.

OPA 239

5.10.7.2.3 Sandhill will serve primarily as a small scale highway commercial centre with limited dry industrial development, in accordance with the policies and related uses in Section 5.4.5 and Sections 5.5.6 and 5.5.7.

5.10.7.2.4 Existing residential uses shall continue to be permitted within Tullamore and Victoria.

5.10.7.2.5 New residential uses are discouraged within Sandhill, Tullamore and Victoria due to the focus on industrial and commercial uses.

5.10.7.2.6 Industrial and commercial development of lands adjacent to any residential uses in Sandhill, Tullamore and Victoria shall be developed in a manner to minimize any land use conflict utilizing such provisions as buffering, landscaping, berming and appropriate site design in accordance with the provisions of Section 5.4.9 and 5.5.7.

5.10.7.2.7 Joint access will be encouraged for lands within Sandhill, Tullamore and Victoria in order to limit conflicts with the planned function of arterial roads.

5.10.7.3 Policy Areas - Industrial/Commercial Centres

5.10.7.3.1 Tullamore Industrial Policy Area

OPA226

A Secondary Plan has been completed for the Tullamore Industrial Policy

Area. The detailed policies for the Tullamore Industrial/Commercial Centre are contained in Section 7.8 Tullamore Industrial/Commercial Secondary Plan. The Town of Caledon will review the function of Tullamore as an enhanced focus for employment growth that goes beyond its current function as an Industrial/Commercial Centre.

5.10.7.3.2 Victoria Industrial Policy Area

OPA 202 This policy area shall require the detailed studies as provided for in Subsection 5.10.3.27.7, prior to release of lands for development.

5.10.7.4 Sandhill

5.10.7.4.1 Basis

Sandhill is an attractive location for new development because of its close proximity to an urbanized community to the south and its location on a major arterial road (i.e. Airport Road).

Sandhill is in a state of transition and, as such, is experiencing increasing conflict between existing land uses and newly proposed industrial and commercial land uses.

The Sandhill Land Use Study was completed in December 2012; the study recommends a planning framework consisting of land use policies and zoning provisions to guide planning applications and development approval in Sandhill.

5.10.7.4.2 Introduction

Sandhill will serve primarily as a small scale highway commercial centre with limited dry industrial development.

5.10.7.4.3 General Policies

5.10.7.4.3.1 Existing residential uses shall continue to be permitted within Sandhill.

5.10.7.4.3.2 New residential uses are discouraged within Sandhill due to the focus on dry industrial and highway commercial uses.

5.10.7.4.3.3 All dry industrial and highway commercial development in Sandhill shall be subject to site plan control, in accordance with Section 6.2.11, to ensure a high standard of site planning and servicing and to encourage a more attractive form of development.

5.10.7.4.3.4 Dry industrial and highway commercial development in Sandhill, which may have noise, dust, vibration or other environmental impacts, may be required to conduct appropriate studies (e.g. noise and vibration study or hydrogeological impact assessment) in order to address mitigation of impacts. These studies are to be submitted in support of a development application to the satisfaction of the Town and/or other government agency, as applicable.

5.10.7.4.3.5 Notwithstanding any other policy in this Official Plan, section 5.10.7.4.3.4 shall not apply to lands described as Part Lot 28, Concession 6, E.H.S.

(Chinguacousy), Plan 43R23919 Part 1, 4, and 5, Town of Caledon, Regional Municipality of Peel, as shown on Schedule T, Sandhill Land Use Plan.

5.10.7.4.3.6 Notwithstanding any other policy in this Official Plan, section 5.10.7.4.3.7, 5.10.7.4.3.8, 5.10.7.4.3.9, 5.10.7.4.3.10, and 5.10.7.4.3.11 shall apply only to lands described as Part Lot 28, Concession 6, E.H.S. (Chinguacousy), Plan 43R23919 Part 1, 4, and 5, Town of Caledon, Regional Municipality of Peel, as shown on Schedule T, Sandhill Land Use Plan.

5.10.7.4.3.7 All dry industrial and highway commercial development in Sandhill shall complete a traffic impact study in support of a site plan application.

5.10.7.4.3.8 Dry industrial and highway commercial uses, which may have noise, dust, vibration or other environmental impacts, may be required to conduct appropriate studies in order to address compatibility of land uses and mitigation of impacts. These studies are to be submitted at the time of site plan approval. Notwithstanding any other provision of this Plan, a transportation depot shall not be permitted within the Dry Industrial designation shown on Schedule T.

5.10.7.4.3.9 Access to Airport Road and King Street shall be provided by joint access, where possible.

5.10.7.4.3.10 New direct access to Airport Road and King Street from individual properties shall be provided by joint access, where possible.

5.10.7.4.4 Dry Industrial Uses

5.10.7.4.4.1 Development of lands designated Dry Industrial on Schedule T shall be permitted in accordance with Section 5.5.6 and 5.5.7.

5.10.7.4.4.2 Notwithstanding Section 5.10.7.4.4.1, Dry Industrial uses permitted in Sandhill will be limited to those uses contained in the implementing zoning by-law.

5.10.7.4.4.3 Notwithstanding Section 5.5.3.3, commercial uses shall not be permitted within the Dry Industrial designation shown on Schedule T.

5.10.7.4.4.4 All uses that are permitted within the Dry Industrial designation shown on Schedule T are subject to the approval of the Region of Peel and the Ministry of the Environment.

5.10.7.4.4.5 Uses with high water demands that cannot be handled by private systems shall not be permitted within the Dry Industrial designation shown on Schedule T. In addition to conforming to the restrictions on operations that use large amounts of water contained in Section 5.5.6 of this Plan, it is the landowners' responsibility to ensure that the water supply available to each block is adequate for the proposed use and scale of operation.

5.10.7.4.5 Highway Commercial Uses

5.10.7.4.5.1 Development of lands designated Highway Commercial on Schedule T shall be permitted in accordance with Section 5.4.5 and 5.4.9.

5.10.7.4.5.2 Notwithstanding Section 5.10.7.4.5.1, Highway Commercial uses permitted in Sandhill will be limited to those uses contained in the implementing zoning by-law.

5.10.7.4.5.3 Highway commercial development in Sandhill will be primarily focused on providing commercial services to the travelling public and local residents.

5.10.7.4.6 Community Design

5.10.7.4.6.1 In recognition of the location of Sandhill at the intersection of two major regional roads, and the need for buffering of adjacent sensitive land uses, the community design of Sandhill shall be of a consistently high quality.

5.10.7.4.6.2 To achieve a high standard of building design, landscape and streetscape, the provisions in Section 5.4.9 and 5.5.7 as well as the Town of Caledon Industrial/Commercial Design Guidelines will be used in conjunction with site plan approval to evaluate the design aspects of dry industrial and highway commercial development in Sandhill.

5.10.7.4.6.3 In order to address visual impacts, aesthetics and compatibility of uses, development adjacent to Airport Road and King Street shall, in addition to conforming to the General Design policies of Sections 5.4.9 and 5.5.7 and the Industrial/Commercial Design Guidelines referenced in Section 5.10.7.4.6.2 be guided by the following general site design principles:

- Sensitive residential land uses must be buffered from the loading, service and parking areas associated with the Dry Industrial and Highway Commercial uses;
- Transport truck and transport trailer parking and storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays shall be oriented away from Airport Road and King Street, unless fully screened by a solid wall or a building;
- High quality building façades are encouraged and building elevation drawings may be required as part of the development approvals process. This shall include screening/enclosure of rooftop mechanical units, and limiting the height of buildings;
- Signage shall be coordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;
- Larger minimum lot sizes and wider frontages shall be required.

The implementing Zoning By-law shall include specific provisions with respect to these design principles.

5.10.7.4.7 Transportation

5.10.7.4.7.1 Access onto Regional roads will be determined in accordance with the Region of Peel Controlled Access By-law 62-2013, or any successor by-law, as may be amended from time-to-time. Access onto Regional roads will be achieved through mutual easements and the consolidation of driveways to the greatest extent possible, with the objective of a reduction in the number of individual accesses.

5.10.7.4.7.2 Notwithstanding any other policy in this Official Plan, section 5.10.7.4.7.1 shall not apply to lands described as Part Lot 28, Concession 6, E.H.S. (Chinguacousy), Plan 43R23919 Part 1, 4, and 5, Town of Caledon, Regional Municipality of Peel, as shown on Schedule T, Sandhill Land Use Plan.

5.11 MINERAL RESOURCES - DELETED

5.12 WASTE MANAGEMENT - DELETED

5.13 EXISTING USES

5.13.1 As a general policy, any land use existing at the date of approval of this Plan which does not conform with the land use designation as shown on Schedules A, B, B-1, B-2, C, C-1, C-2, C-3, C-4, C-5, D, E, F, G, I, M, N, P, R and T termed a "non-conforming use", should cease to exist in the long run so that the land affected may revert to a use in conformity with the intent of the Official Plan and the provisions of the implementing Zoning By-law.

OPA 233
OPA 222

5.13.2 Lands within the Town of Caledon shall generally be zoned in accordance with their Official Plan designation notwithstanding any existing non-conforming use of land.

5.13.3 Where appropriate, Council may recognize in the implementing Zoning By-law existing uses of lands, buildings or structures, that are not in conformity with the land use designation of this Plan. When determining the suitability of any existing use for consideration in this manner, Council shall refer to the Strategic Direction, Principles and Goals outlined in Section 2 of this Plan, in addition to the following criteria:

a) The degree to which the use impacts other uses in the vicinity by exhibiting the following characteristics: noise, vibration, fumes, smoke, dust, odour, glare, unsightliness, and traffic congestion or hazards;

b) The degree to which the use impacts upon the natural environment, or is subject to, or exacerbates natural hazards;

c) That the provisions of the implementing Zoning By-law will permit only the existing use and will not permit any change in use or performance standard; and,

d) That recognition of the existing use in an implementing Zoning By-law shall not generate the need for additional or upgraded municipal services.

5.13.4 Where a use is not in conformance with both the Official Plan and implementing Zoning By-law, the Committee of Adjustment in considering an application for enlargement or extension of such use shall consider the following:

a) Whether the size of the proposed expansion or enlargement relative to the size of the non-conforming use is excessive;

b) The degree to which the proposed expansion or enlargement of the use exhibits the following characteristics: noise, vibration, fumes, smoke, dust, odour, glare, and unsightliness;

c) Whether the ingress to or egress from the property is sufficient to accommodate any additional traffic that may be generated as a result of the proposed enlargement or expansion;

d) Whether the parking and loading facilities are sufficient to meet the requirements of the proposed enlargement or expansion;

e) Whether the water supply, sewage disposal facilities and other municipal services, including roads, are adequate for the purposes of the proposed enlargement or expansion;

f) The degree to which the proposed enlargement or expansion is compatible with, or impacts upon, the natural environment, or is subject to, causes, or exacerbates natural hazards; and,

g) The degree to which the proposed enlargement or expansion is compatible with or impacts upon other uses in the vicinity.

5.13.5 Where a use is located within Environmental Policy Area and is not in conformance with both the Official Plan and the implementing Zoning By-law, the Committee of Adjustment in considering an application for an enlargement or extension of such use shall also consider the applicable provisions of Section 5.7, and in particular 5.7.3.2 and within the ORMCPA, the applicable provisions of Section 7.10 and within the Greenbelt Protected Countryside designation, the applicable provisions of Section 7.13.

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5.14 ACCESSORY USES

5.14.1 Wherever a use is permitted in a land use classification, it is intended that uses, buildings or structures normally incidental, accessory and essential to that use will also be permitted.

5.14.2 Home occupation uses shall be permitted as accessory uses in conjunction with permanent residential development, and shall be limited strictly controlled (according to the implementing Restricted Area By-law) in order to ensure that they are compatible with surrounding uses. Home occupation uses shall be permitted within a designated residential area, provided that:

a) The principal use of the dwelling shall be as a residence;

b) No operation shall upset the character of the area by way of noise, odour, storage, traffic or parking problems;

c) Stringent restrictions on signs shall prevail;

d) Restrictions on engaging outside help shall prevail; and,

e) The scale of operations must remain small and subordinate to residential uses and that if operations are to expand, the use of the residence for the commercial purpose must be abandoned and the operation transferred to a more appropriate use area.

5.14.3 Within the ORMCPA, accessory uses shall also be subject to Section 7.10, and in particular, 7.10.3.11 and within the Greenbelt Protected Countryside designation, the applicable provisions of Section 7.13.

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5.15 PUBLIC USES

5.15.1 Public Parks, playgrounds, playfields, public utilities and commissions and other public institutional or quasi-institutional uses, which provide services to the general community, shall be permitted in all areas designated on Schedule A, provided:

a) That any such use is necessary in the area; can be made compatible with its surroundings; and that adequate measures are taken to ensure this compatibility;

b) That adequate off-street parking is provided; and,

c) That no buildings or structures are erected in areas designated Environmental Policy Area, unless in accordance with the provisions of Section 5.7.

5.15.2 Notwithstanding the foregoing, the development of electric power facilities shall occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power. As such, it is the policy of this Plan that electric power facilities are permitted in all land use designations without a Plan amendment provided that the planning of all such facilities is carried out having regard to the other policies of this Plan. Furthermore, Ontario Hydro shall consult with the municipality on the location of any new electric power facilities.

5.15.3 OPA226 Notwithstanding Sections 5.15.1 and 5.15.2, within the ORMCPA or the Greenbelt Protected Countryside designation, new or expanded public uses must conform to the ORMCP or the Greenbelt Plan, as the case may be, and are only permitted in accordance with the provisions of Sections 7.10 or 7.13 as applicable. For further clarification reference should be made to the ORMCP and the Greenbelt Plan.

5.16 LANDSCAPE AND STREETSCAPE

5.16.1 Objective

To enhance by means of landscape and/or streetscape treatments the aesthetic and environmental appeal of Residential, Commercial, Industrial and Institutional areas within the Town.

5.16.2 General Policies

5.16.2.1 In considering applications for development or redevelopment, including proposed plans of subdivision, the Town shall have regard for landscape and/or streetscape requirements in accordance with:

a) Section 41 of the *Planning Act, R.S.O. 1990, c. P.13*;

b) Site Plan control guidelines established by the Town; and,

c) Applicable provisions outlined in the implementing Restricted Area By-law.

5.16.2.2 In addition to Section 5.16.2.1, landscape and streetscape plans shall be prepared for Bolton, Caledon and Caledon East, to the satisfaction of the Town, and such plans shall be used for implementing landscape and/or streetscape features in those Settlement Areas.

5.16.2.3 At the discretion of the Town, landscape and streetscape plans may also be required for other Settlement Areas, as well as for proposed subdivisions outside of the Settlement Areas.

5.16.2.4 Provisions outlined in Council-approved Landscape and Streetscape Plans, beyond those identified in an implementing restricted area by-law, shall be implemented through subdivision development agreements or, in the case of single-development proposals, implementation shall be through site plan agreement.

5.17 COMMUNITY IMPROVEMENT AREAS

5.17.1 Objectives

a) To maximize the use of existing public infrastructure;

b) To identify areas within the Town in which community improvement is warranted;

c) To continue to improve the Town's physical, social and recreational facilities and services in a co-ordinated manner, reflecting localized issues, the Town's priorities and financial resources;

d) To preserve and enhance the viability of existing commercial and employment areas;

e) To participate in projects and programs which improve the Town's physical environment and expand the economic base;

f) To encourage, support and aid in the co-ordination of private initiatives to rehabilitate and redevelop property, which have a positive impact on the community;

g) To encourage the provision of an adequate municipal water supply within each of the Town's settlement areas; and,

h) To co-ordinate the application of municipal, provincial, and federal funding in achieving community improvement.

5.17.2 Criteria for Selection

The following criteria provide the basis for defining community improvement areas:

a) Residential Areas

i) Deficiencies in water supply, sanitary sewerage or storm drainage;

ii) A substantial portion of housing stock in need of maintenance or rehabilitation;

iii) Deficiencies in roads, traffic circulation or parking, sidewalks or curbs, streetlighting;

iv) Lack of, or inadequate parks, community or recreation facilities;

v) Areas of incompatible land use; and,

vi) Opportunities for historical preservation.

b) Commercial Areas

i) Deficiencies in water supply, sanitary sewerage or storm sewers;

ii) Substantial portion of buildings in need of maintenance, rehabilitation or redevelopment;

iii) Deficiencies in roads, traffic circulation or parking, sidewalks or curbs, streetlighting or road signage;

iv) Required improvement in the aesthetics of the area through landscaping, business signage, and building façades;

v) Indication of economic decline - declining tax base, declining retail sales, high vacancy rates; and,

vi) Opportunities for historical preservation.

c) Industrial Areas

i) Deficiencies in water supply, sanitary sewerage or storm drainage;

ii) Inadequacies of road access or capability in supporting industrial traffic;

iii) Deficiencies in site usage or parking;

iv) Deficiencies in building conditions; and,

v) Environmental problems.

5.17.3 **Designated Community Improvement Areas**

Appendix III - Community Improvement Plan Areas delineates general areas within which Council may designate a Community Improvement Plan Area by by-law.

5.17.4 **Methods of Implementation**

5.17.4.1 The Town recognizes the ongoing nature of community improvement and will implement improvements by a broad range of measures as provided by the Statutes of the Province of Ontario. This will include:

a) Designating community improvement project areas by by-law, and preparing with public input, community improvement plans detailing the required improvements;

b) Continued support for the Downtown Business Improvement Associations in their efforts to create a viable and attractive commercial area;

c) Allocation of funds in the Town's Capital Budget for land acquisition and required physical improvements;

d) Applications for grants/loans through federal and provincial programs that provide financial assistance to the municipality and/or community organizations;

e) Participation in provincial and federal government programs which provide assistance to landowners for the maintenance, rehabilitation, redevelopment or historical conservation of their properties;

f) Passage and enforcement of a Maintenance and Property Standards By-law and other related Zoning By-law restrictions;

g) Consideration for mixed land uses and bonus provisions for infill development;

h) Local improvements as provided for under the *Local Improvements Act*; and,

i) Special arrangements with community organizations as deemed appropriate by Council.

5.17.4.2 Prior to adopting a Community Improvement Plan, Council shall be satisfied that it can reasonably finance the Town's share of costs in its implementation.

6.0 IMPLEMENTATION AND ADMINISTRATION

6.1 INTRODUCTION

The purpose of Chapter 6 is to outline the means by which the objectives and policies of this Plan will be implemented. The Plan will be implemented by means of the authority given to the Municipality by the *Planning Act*, the *Municipal Act*, other statutes where applicable, and the provision of municipal services, public works and capital works programs.

6.2 PLANNING AND DEVELOPMENT REVIEW PROCESS

6.2.1 General Policies

6.2.1.1 Section 26 of the *Planning Act, R.S.O. 1990, c. P.13* provides that within every five (5) years there shall be a special public meeting of Council in order to assist in determining the need for revising the Plan. Determining the need for a review will involve assessing the Principles, Strategic Direction, Goals, Objectives, and policies of the Plan and their relevance to the current planning context. This assessment will include such matters as population and employment growth; the nature of industrial, commercial and residential development; the financial health of the Town; and natural and cultural heritage resource protection. This assessment will also include ensuring that the Plan conforms with the Provincial Plans that are in effect, that the Plan has regard to matters of provincial interest, and is consistent with provincial policy statements.

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6.2.1.2 All development within the Town must conform to the Principles, Strategic Direction, Goals, Objectives, and policies of this Plan.

6.2.1.3 All development within the Town will be reviewed in the context of the Strategic Direction, Goals, Objectives, and policies of this Plan, in addition to the plans, policies, policy statements, and regulations of the Government of Ontario and associated agencies.

6.2.1.4 In addition to all municipal requirements, development adjacent to provincial highways is also subject to the requirements and permits of the Ministry of Transportation.

6.2.1.5 Within the Niagara Escarpment Plan Area identified on Schedule A, all development not specifically exempted by Ontario Regulation 828/90, as amended, shall require a Development Permit from the Niagara Escarpment Commission prior to obtaining any other approvals.

6.2.1.6 Complete Application Requirements

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6.2.1.6.1 All information and material required by the *Planning Act* and applicable regulations shall be submitted as part of a complete application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium or Consent.

6.2.1.6.2 Further to Section 6.2.1.6.1, and unless an exemption is granted by the Town under Section 6.2.1.6.5, the following studies, information and

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materials shall be submitted as part of a complete application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium, or Consent:

a) Survey plan and/or scalable concept plan;

b) Plan of subdivision, plan of condominium, draft Official Plan amendment, or draft Zoning By-law amendment, as applicable;

c) Planning justification report;

d) Stormwater management report;

e) Environmental impact study and management plan;

f) Comprehensive broader scale environmental study;

g) Phase 1 environmental site assessment;

h) Grading and drainage plan;

i) Agricultural impact assessment;

j) Sanitary sewer and water servicing study/functional servicing report;

k) Transportation study or traffic impact study;

l) Hydrogeological impact assessment/water resources study/water balance/budget analysis;

m) Soil stability or geotechnical report;

n) Noise and vibration study;

o) Air quality assessment;

p) Landform conservation plan;

q) Vegetation analysis/tree preservation plan;

r) Demarcation of physical and stable top-of-bank;

s) Demarcation of limits of natural heritage systems, ecosystem components, natural hazards and/or areas regulated by a conservation authority;

t) Architectural design plan and/or guidelines or urban design brief;

u) Neighbourhood concept plan;

v) Visual impact report;

w) Park/open space concept plan or facility fit plan;

x) On-street parking analysis/utilization plan;

y) Cultural heritage survey;

z) Cultural heritage impact statement;

aa) Built heritage and cultural heritage landscape assessments;

bb) Archaeological heritage resource assessment;

cc) Aggregate resource impact study;

dd) Rehabilitation plan;

ee) Commercial impact study;

ff) Housing distribution assessment;

OPA226 gg) Fiscal impact analysis/market study;

hh) Sustainability design brief; and,

ii) Health background study.

6.2.1.6.3 OPA179 Subject to more detailed policies of this Plan, an applicant shall be responsible for the costs of any peer review undertaken by the Town of Caledon of any studies submitted by the applicant in support of an application for an Official Plan Amendment or rezoning to permit a new use. The Town of Caledon will enter into an agreement with an applicant to administer peer review and set reasonable controls on peer review costs.

6.2.1.6.4 In addition to the information required under Sections 6.2.1.6.1 and 6.2.1.6.2 and in accordance with other relevant and land use specific policies of this Plan, an applicant shall be required to submit any other studies, supporting information and material as the Town may determine to be relevant and necessary during the Mandatory Pre-consultation meeting.

6.2.1.6.5 Exemptions and/or modifications to the complete application requirements of this Plan may be granted by the Director of Planning and Development or designate.

Any such exemptions/modifications shall be specified in writing during the Mandatory Pre-consultation meeting.

In considering the appropriateness of any such exemptions/modifications the Director, or designate, may take into account relevant factors, such as: where it has been determined that completion of such studies has occurred for an earlier planning approval, where the study requirement would result in an unnecessary duplication of effort, or where the material is not relevant.

6.2.1.6.6 All required drawings, reports and technical studies shall be prepared by qualified professional consultants in accordance with established standards/guidelines/protocols as deemed acceptable to the Town.

6.2.1.6.7 An application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision or Plan of Condominium shall be considered complete under the *Planning Act* only when all of the following items have been provided to the Town:

a) A completed, dated and signed application form, including any required authorization(s);

b) Any information or material prescribed by statute;

c) All complete application material required by the Town pursuant to Section 6.2.1.6;

d) Documentation that the notice of application signage has been erected, as applicable, and in accordance with the Town's guidelines and regulations;

e) A completed Mandatory Pre-consultation meeting form signed by both the applicant and Town staff; and,

f) The required application fee(s).

6.2.1.6.8 An application for Consent shall be considered complete under the *Planning Act* only when all of the following items have been provided to the Town:

a) A completed, dated and signed application form, including any required authorization(s);

b) Any information or material prescribed by statute;

c) All complete application material required by the Town pursuant to Section 6.2.1.6;

d) Documentation that arrangements have been made with respect to posting of the notice of application signage in accordance with the Town's guidelines and regulations; and,

e) The required application fee(s).

6.2.1.7 Phasing

6.2.1.7.1 The Town may phase the release of lands for development purposes in order to:

a) Optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;

b) Safeguard and enhance the financial health of the municipality; and,

c) Avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such services.

6.2.1.7.2 Criteria have been established for collective use as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given priority with respect to all stages of the development approval process, including Official Plan amendments, Secondary Plan or Community Plan studies, and subdivision and rezoning applications. Development proposals most in compliance with the following criteria will be favoured:

a) Financial

Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;

b) Support to Existing Infrastructure

Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;

c) Piped Sewer and Water Services

The availability and efficiency of piped services from a Town and Region perspective;

d) Transportation Services

The ready and economical provision of roadway facilities;

e) Parkland and Community Services

The satisfaction of Town and Regional requirements for parkland or community services;

f) Consistency with Housing Needs

Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;

g) Environmental Concerns

The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;

h) School Related Concerns

Maintaining or helping to achieve acceptable levels of school facilities;

i) Agricultural Lands

Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;

j) Consistency with Official Plan Policies

Consistency with relevant Official Plan policy, other than the preceding criteria; and,

k) Application Date

Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.

6.2.2 **Public Participation**

6.2.2.1 The Town shall generally follow the public notification procedures regarding planning matters that are contained in the *Planning Act*, and its regulations.

6.2.2.2 In the case of amendment to the Official Plan, Community Improvement Plan, or Zoning By-law, the notice, form of notice and notice period for the initial public meeting shall be as required by the *Planning Act*.

6.2.2.3 Notwithstanding the above, public notice and a public meeting shall not be required in connection with Official Plan and Zoning By-law changes if such changes will not affect the policies and intent of the Official Plan in any material way or the substance of the document to be amended and may include the following:

a) Deleting obsolete provisions;

b) Altering the numbering and arrangement of any provisions;

c) Punctuation or altering language to obtain a uniform mode of expression; and,

d) Correcting clerical, grammatical or typographical errors.

6.2.2.4 Notwithstanding any other policy of Section 6.2.2, in the case of a Zoning By-law amendment, the sole purpose of which is to correct a minor technical error or omission contained in a previous zoning amendment or to make a minor technical change to a previous amendment which has undergone full public review, Council may dispense with the public meeting and notification for such a meeting.

6.2.2.5 Prior to recommending approval of a draft plan of subdivision, the Town may hold a public meeting or meetings to present the proposed draft plan and request comments or discussion on the proposal.

6.2.3 Official Plan Amendments

6.2.3.1 It is the policy of the Town that any provision of this Plan may be amended pursuant to the requirements of the *Planning Act*.

6.2.3.2 Except as provided for in Section 6.2.2.3, changes to the text, tables, Schedules, and Figures contained in this Plan will require an amendment to the Plan.

6.2.3.3 OPA226 When considering an application to amend the Official Plan, the Town shall consider the following matters:

a) The policy statements and regulations of the Government of Ontario;

b) The need to conform to Provincial Plans;

c) The conformity of the proposal to the principles, goals, objectives, and policies of the Regional Official Plan;

d) The conformity of the proposal to the principles, strategic direction, goals, objectives, and appropriate policies of the Town of Caledon Official Plan; and,

e) Other matters as deemed appropriate.

6.2.3.4 The Town shall provide information regarding a proposed amendment to the Official Plan to such boards, commissions or agencies that may have an interest in it. Prior to adopting a proposed amendment, the Town shall afford such agencies an opportunity to submit comments.

6.2.3.5 Prior to adopting an amendment to the Plan, the Town shall provide information and hold a public meeting for the purposes of obtaining public input concerning the proposal, subject to the provisions of the *Planning Act*, and Section 6.2.2 of this Plan.

6.2.3.6 Prior to the Town considering an application to amend the Official Plan, the applicant shall meet the requirements of Sections 6.2.1.6 and 6.2.17.

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6.2.4 **Secondary Plans**

6.2.4.1 Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development activities. Secondary Plans may be prepared for established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. As well a Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement or as a requirement of a Policy Area designation contained in this Plan.

6.2.4.2 Secondary Plans may be incorporated into the Official Plan by amendment or may be adopted as a separate document that conforms to the Official Plan but details specific planning objectives and policies for a specific area. Secondary Plans shall be subject to the same administrative and public involvement procedures as required for an Official Plan Amendment.

6.2.4.3 Secondary Plans shall conform to, implement, and be interpreted in the context of the Strategic Direction, Goals, Objectives, and policies of the Official Plan including conformity to the sustainability objectives and policies in Section 3.1.

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6.2.4.4 Secondary Plans shall also include the following:

a) Land use and distribution, density, and community design;

b) Transportation;

c) Environmental protection, enhancement and management;

d) Heritage/archaeological potential;

e) Stormwater management;

f) Phasing requirements;

g) A servicing strategy;

h) Integration and compatibility of the Secondary Plan with adjacent existing and future land uses; and,

i) Other relevant matters as deemed appropriate.

6.2.5 Zoning By-laws

6.2.5.1 Zoning By-laws, adopted in accordance with the provisions of the *Planning Act*, will be used to regulate the use of land, and the character, location and use of buildings and structures in accordance with the objectives and policies of the Plan.

6.2.5.2 Until such time as the Zoning By-law is revised or a new Zoning By-law enacted, the existing Zoning By-law shall remain in effect. However, any amendment to the existing Zoning By-law shall be in conformity with the Plan.

6.2.5.3 It is not intended that all land use designations indicated on the Land Use Schedules will be zoned for such uses immediately by the implementing Zoning By-law. Certain areas designated for specific land uses in the Plan may be zoned in an "Agricultural ", "Rural", "holding" or similar category, or for their existing use until an application for a development project which is considered desirable, adequately serviced, not premature and in conformity with the Plan is received. An implementing amendment to the Zoning By-law may then be passed.

6.2.5.4 OPA 218 Prior to the Town considering an application for an amendment to the current Zoning By-law, the applicant shall meet the requirements of Sections 6.2.1.6 and 6.2.17.

6.2.6 Holding Provision By-laws

6.2.6.1 Holding by-laws enable the municipality to identify, in a Zoning By-law, the uses that are intended for a site at some later time when identified conditions are met. It is the objective of this policy to use holding provisions in association with the Zoning By-law when the use of land has been determined but conditions have been identified by Council that need to be satisfied prior to development proceeding.

6.2.6.2 The above objectives will be achieved through implementation of land use policies of this Plan and through the consideration of development proposals submitted to the Town. Council may, in a by-law passed under Section 36 of the *Planning Act, R.S.O. 1990, c. P.13*, use the holding symbol "H" in conjunction with any use category, to specify the use to which lands, buildings or structures may be put at some time in the future at such time as the holding symbol is removed.

6.2.6.3 Areas or sites subject to the use of holding provisions may be anywhere in the Town and will be identified in accordance with the policies of the Plan. The identification of specific sites or areas will depend on local circumstances.

6.2.6.4 Circumstances in which holding provisions will be used include, but are not limited to, the following:

a) Phasing of development;

b) Provision of water, sewage, transportation, or other services or infrastructure;

c) Implementation of specific land use policies or special design requirements; and,

d) Until demand for uses has been established.

6.2.6.5 The passing of an amending by-law removing the holding symbol may be considered by Council when the appropriate conditions have been satisfied

6.2.6.6 The Zoning By-law will identify the lands subject to holding provisions. Uses permitted in a holding zone will generally be limited to existing uses or uses compatible to those permitted by the Zoning By-law. Once the holding symbol is removed the permitted uses will be those recognized by the applicable Zoning By-law.

6.2.7 **Minor Variance**

6.2.7.1 Applications for minor variance shall be considered by the Committee of Adjustment on the basis of compliance with the general intent and purpose of the Plan and the implementing Zoning By-law.

6.2.7.2 When reviewing an application for a minor variance, the Committee of Adjustment shall have regard to, but not be restricted to, the following matters:

a) That the applicant cannot acquire sufficient land to comply with the minimum requirements without undue hardship;

b) That adequate provision is made for vehicular access and off-street parking;

c) That the building coverage is not excessive, and adequate landscaping can be provided on the lot;

d) That the lot size and the design of the proposed building are in keeping with adjacent development and the general intent of the Zoning By-law; and,

e) That the proposed building is sited and designed in such a manner that the minor variance does not adversely affect the amenity of the surrounding properties and such that adverse environmental impacts are avoided, minimized or mitigated.

6.2.7.3 The Committee of Adjustment may attach such conditions as it deems appropriate to the approval of the application for a minor variance.

6.2.8 Subdivision Control

6.2.8.1 The Town shall consider approval of plans of subdivision that conform to the following criteria:

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a) The policy statements, and regulations of the Government of Ontario;

b) The plan of subdivision conforms to the Principles, Strategic Direction, Goals, Objectives, policies and land use designations of the Official Plan including conformity to sustainability objectives and policies in Section 3.1;

c) The plan of subdivision conforms to the provision of the Zoning By-law;

d) The proposed plan of subdivision, if proposed within the Niagara Escarpment Plan Area shall conform to the provisions of the Niagara Escarpment Plan; and,

e) The proposed plan of subdivision, if proposed within the ORMCPA, shall conform to the ORMCP.

6.2.8.2 The Town shall use subdivision agreements to ensure that appropriate conditions and requirements are satisfied as part of the development.

6.2.8.3 Prior to the Town considering an application for a plan of subdivision, the applicant shall meet the requirements of Sections 6.2.1.6 and 6.2.17.

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6.2.9 Plan of Condominium

6.2.9.1 The Town shall consider approval of plans of condominium that conform to the following criteria:

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a) The policy statements, and regulations of the Government of Ontario;

b) The plan of condominium conforms to the Principles, Strategic Direction, Goals, Objectives, policies and land use designations of the Official Plan including conformity to the sustainability objectives and policies and in Section 3.1;

c) The plan of condominium conforms to the provisions of the Zoning By-law;

d) The plan of condominium conforms to the provisions and regulations set out in the *Condominium Act*;

e) The proposed plan of condominium, if proposed within the area of the Niagara Escarpment Plan, conforms to the Niagara Escarpment Plan; and,

f) The proposed plan of condominium, if proposed within the ORMCPA, shall conform to the ORMCP.

6.2.9.2 The Town shall use condominium agreements to ensure that appropriate conditions and requirements are satisfied as part of the development.

6.2.9.3 Prior to the Town considering an application for a plan of condominium, the applicant shall meet the requirements of Sections 6.2.1.6 and 6.2.17.
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6.2.10 **Consents**

6.2.10.2 Consents may be permitted as outlined in Section 50 of the *Planning Act, R.S.O. 1990, c. P.13*.

6.2.10.3 When considering an application for a consent, the Land Division Committee shall have regard for the provisions of the *Planning Act*, the Region of Peel Official Plan, the Principles, Strategic Direction, Goals, Objectives, policies and land use designations of the Town of Caledon Official Plan, and to the provisions of the Zoning By-law, and the objectives and policies of the Niagara Escarpment Plan, where applicable, and the objectives and policies of the Oak Ridges Moraine Conservation Plan, where applicable.
OPA 186-68

6.2.10.4 If a Zoning By-law amendment or minor variance is required, it shall be a condition of approval for the consent.

6.2.10.5 The Land Division Committee shall have regard for any comments provided by agencies, municipal departments and the public regarding the effect of the proposed consent and development upon their plans, programs, and property.

6.2.10.1 The Land Division Committee may impose conditions, including any conditions recommended by the government agencies, municipal departments and the public, which are necessary to the approval of a consent. Such recommended conditions may include but are not limited to the following:

a) The fulfillment of any financial requirements of the Town;

b) The dedication of lands for park purposes or the payment of cash-in-lieu thereof;

c) The dedication of appropriate road widening where required; and,

d) The submission of a site plan which illustrates, among other things, environmentally sensitive features on and adjacent to the site, a suitable development envelope on the site, proposed buildings and structures, and areas of proposed site alteration and vegetation removal.
OPA 186

6.2.10.2 Within the ORMCPA, an applicant for a consent may be required to submit necessary documentation confirming the application conforms to the requirements of Section 7.10, and in particular, Section7.10.6.1, prior to the consent being considered by the Land Division Committee.
OPA 186

6.2.10.6 Prior to the Town considering an application for consent, the applicant shall meet the requirements of Section 6.2.1.6.
OPA 218

6.2.10.3 Pre-consultation with the Town is strongly recommended prior to the submission of an application for Consent.
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6.2.11 Site Plan Control

6.2.12.1 The intent of site plan control is to ensure a high standard of site planning and servicing and to encourage a more attractive form of development.

6.2.12.2 All lands within the corporate limits of the Town of Caledon are designated as a site plan control area.

6.2.11.1 Notwithstanding the provisions of Section 6.2.11.2 it is generally intended that the following lands and uses will be excluded from Site Plan Control, except where site plan control is required as a condition of approval of a subdivision application, Committee of Adjustment application, Land Division application, Zoning By-law amendment application, or for heritage conservation purposes:

a) Any single-detached or semi-detached dwelling;

b) Any alteration or addition to an existing single-detached or semi-detached dwelling;

c) Any building accessory to any single-detached or semi-detached dwelling;

d) An in-ground or above-ground swimming pool constructed in connection with any single-detached or semi-detached dwelling;

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e) Any building or structure used in an agricultural operation, but excluding ancillary Agriculture-related Commercial or Agricultural-related Industrial Uses, On-farm Diversified Uses, Agri-tourism Uses, nurseries or commercial greenhouses;

f) Any public works undertaken by any government authority;

g) Any conservation and forestry development; and,

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h) Any pit or quarry excavation as defined in the *Aggregate Resources Act*.

6.2.11.2 Notwithstanding Section 6.2.11.3, within the ORMCPA, the lands and uses listed in Sections 6.2.11.3 a), b), c), d), e), and h) shall be subject to Site Plan Control in accordance with the relevant policies of the ORMCP and Section 7.10 of this Plan. In addition, within the ORMCPA, all intensive recreational uses shall be subject to Site Plan Control.

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6.2.11.3 In order to ensure that the massing and conceptual design of multiple-unit residential buildings and associated facilities are compatible with natural features, adjacent buildings, streets, and public access areas, drawings showing plan, elevation and cross-section views for residential, and mixed-use residential developments containing 3 to 25 units may be required in the area subject to site plan control pursuant to Section 41(5) of the *Planning Act, R.S.O. 1990, c. P.13*. These drawings may be required in all parts of the Town of Caledon, in the following cases:

a) Where the proposed residential use is being developed adjacent to, or in close proximity to existing or proposed residential uses of a different density or building form; and,

OPA 218

b) Where the development may affect, or require the protection of natural features, either on-site or on lands which are in close proximity to the proposed development.

6.2.11.4 Prior to the Town considering a submission for Site Plan Control, the applicant shall meet the requirements of Section 6.2.17.

6.2.12 **Parkland Dedication and Cash-in-lieu**

6.2.12.1 In order to meet the objectives of the Town's Parks and Recreation Master Plan and pursuant to Section 42, 51.1 and 53 of the *Planning Act* as amended, the Town of Caledon, as a condition of development or redevelopment or subdivision approval or consent, shall require the conveyance of parkland, or cash in lieu thereof, at the rate of:

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a) For residential purposes, 5% of the land being developed or redeveloped, or 1 hectare per 300 dwelling units, whichever is the greater of the two;

b) For commercial, industrial or institutional purposes, 2% of the land being developed or redeveloped;

c) For mixed use development or redevelopment, the rate applicable shall be that which yields the maximum parkland dedication;

d) For all other land use purposes, 5% of the land being developed or redeveloped.

6.2.12.2 Cash-in-lieu of parkland dedication may be required in the following circumstances:

a) Where the application of the rate of parkland dedication would render the remaining portion of the development site unsuitable or impractical for development;

b) Where the amount of parkland dedication would be insufficient to accommodate the development of a desirable range of recreation facilities;

c) Where existing municipal parkland is available in sufficient quantity and quality to accommodate further development in an area;

d) Where more suitable parcels of land are available for municipal park purposes; and,

e) Under other circumstances identified by Council.

6.2.12.3 Land required for park purposes may be acquired through lease agreements with other agencies as well as donations from private individuals or groups.

6.2.12.4 The Town shall enact and administer a By-law pursuant to Sections 42, 51.1 and 53.13 of the *Planning Act* to require parkland dedication, or cash in lieu of parkland equivalent.

OPA 235

6.2.12.5 The Town will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash in lieu of parkland dedication. The Town will consolidate all cash-in-lieu for park or other public recreational purposes in a special reserve fund and use the funds on a Town wide basis based upon priorities determined by the Town for any purposes permitted under the *Planning Act*.

OPA 235

6.2.12.6 The Town shall not accept as parkland dedication certain lands that the Town finds unsuitable for park or recreation purposes. Such lands may include but are not limited to the following: lands prone to flooding, ponds and wetlands, environmental protection areas, stormwater management facilities, walkways and trails, drainage corridors and easements, woodlots, and utility corridors.

OPA 235

6.2.13 **Temporary Use By-laws**

6.2.13.1 Notwithstanding the other policies contained in the Plan, Council may pass a Temporary Use By-law to permit a specific use on a site for renewable periods up to three (3) years in accordance with the provisions of the *Planning Act*. Temporary Use By-laws are not to be used in a way that will prevent the use of land for its intended purpose. Temporary Use By-laws provide a way to zone lands where it is known that a specific use is appropriate in the short-term. For example a parking lot to be permitted for two (2) years on a future office site; or on an event basis, a fair on a shopping centre parking lot for the month of July for a three (3) year period.

6.2.13.2 Prior to the passing of a Temporary Use By-law, Council shall be satisfied that the proposed temporary use meets the following conditions:

a) That it is compatible with neighbouring land use activities;

b) That adequate parking can be provided;

c) That an adverse impact on traffic will not be created;

d) That the construction of a permanent building or structure is not encouraged;

e) That the use cannot become permanent and difficult to terminate; and,

f) That adverse environmental impacts will be avoided, minimized or mitigated.

6.2.14 **Interim Control By-laws**

6.2.14.1 Council may pass Interim Control By-laws to control the use of land, buildings or structures within designated areas of the Town and in accordance with the provisions of the *Planning Act*, in order to prevent or limit development until detailed planning studies for the subject lands are completed and approved by Council and appropriate changes are made to

the Zoning By-law. Any Interim Control By-law approved by Council shall initially be in effect for a period of up to one (1) year from the date of passing of the by-law but may be extended for a maximum of one (1) additional year.

6.2.14.2 Uses legally existing prior to the adoption of the Interim Control By-law shall be permitted

6.2.15 **Streamlining of the Planning Process**

6.2.15.1 The Town will adopt guidelines for streamlining the planning approvals process, including pre-consultation, time frames and procedures at each stage of the approval process.

6.2.16 **Site Alteration and Tree By-laws**

6.2.16.1 The Town shall adopt site alteration by-laws and tree by-laws in conformity with Sections 135 and 142 of the *Municipal Act, 2001*, in accordance with the provisions of the *Oak Ridges Moraine Conservation Act, 2001*.

OPA 186

6.2.17 **Mandatory Pre-Consultation**

OPA 218

6.2.12.3 Consultation with the Town shall be required prior to the submission of an application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium, and Site Plan, in accordance with the Town of Caledon Mandatory Pre-Consultation By-law, as amended, from time to time.

6.2.12.4 Applicants are encouraged to consult with other relevant regulatory agencies prior to attending the Town's Mandatory Pre-Consultation Meeting.

6.2.12.5 The Town will consult with applicable regulatory agencies, such as the Region of Peel and Conservation Authorities, to determine opportunities to develop a co-ordinate/streamlined approach to the Pre-Consultation process.

6.2.17.1 Within areas subject to the Niagara Escarpment Plan, applicants are encouraged to consult with the Niagara Escarpment Commission (NEC) to discuss permitted uses, development criteria and submission requirements, prior to making an application to the NEC.

6.3 MAINTENANCE AND OCCUPANCY BY-LAWS

6.3.1 Council may enact a minimum standard of maintenance and occupancy by-law under the *Building Code Act*. Such a by-law will help maintain a reasonable standard of building, yard and property maintenance within the Town. The by-law may include regulations addressing unsafe structures, unsafe conditions in yards and unsightly conditions of yards which are out-of-character with the surrounding environment.

6.3.2 This by-law is to be administered by the By-law Enforcement Department or other department as determined by Council.

6.3.3 Council reserves the right to retain and revise the provisions of the Maintenance and Occupancy By-law without amendment to this Plan.

6.4 MUNICIPAL FINANCE

6.4.1 Municipal capital expenditures implementing any aspect of the Plan will be guided by a Five (5) Year Capital Budget Forecast, which will be reviewed annually by Council. The annual review of the Five (5) Year Capital Budget will take into account existing economic conditions.

6.4.2 Municipal infrastructure and services required by the Plan will be provided only in the context of the Town's ability to assume the financial burdens involved.

6.5 MONITORING

6.5.1 Development within the Town will be monitored on a regular basis to ensure that the Principles, Strategic Direction, Goals, Objectives, and policies are being achieved, including such matters as:

a) Ecosystems and ecosystem integrity;

b) Water resources;

c) Available water and sewer capacity;

d) Residential and non-residential densities;

e) Housing production, including mix, range, and tenure;

f) Supply of draft approved and registered lots;

g) Employment to population ratios (activity rates);

h) Population and employment forecasts and allocations;

i) Percentage of the work force living and working within the Town;

j) Geographic equity in service provision;

OPA226 k) Commercial expenditure patterns, particularly outflow dollars; and,

l) Conformity to the sustainability objectives and policies in Section 3.1.

6.5.2 The Town shall monitor appropriate financial indicators, such as mill rates and user fees, service levels, capital contribution levels, debt levels, weighted average assessment per household, vacancy rates, and overall growth rates, to assess the financial performance of the municipality.

6.5.3 The Town may participate, in partnership with the Province, the Region and other stakeholders within the ORMCPA:

OPA 186 a) The development and administration of effective and accessible data management systems for natural heritage and hydrological information; and,

b) The development of programs to monitor the long-term health of the Oak Ridges Moraine and assist in public education.

6.6 INTERPRETATION

6.6.1 The text, tables, Schedules, and Figures together form this Plan, and should be read together, and not considered in isolation.

6.6.2 The boundaries of the land use designations on the Land Use Schedules shall be considered approximate, except where they coincide with roads, railways, lot and concession lines, major watercourses, or other definitive physical features. Where the general intent of the Plan is maintained, minor land use boundary adjustments will not require an amendment to this Plan. Any change to a settlement boundary shall require an Official Plan Amendment, and for those Settlements within the Area of the Niagara Escarpment Plan, an amendment to the Niagara Escarpment Plan.

6.6.3 The Provincial Policy Statement and Provincial Plans

OPA226

To assist the reader of this Plan, this section provides a general summary of the requirements of the Provincial Policy Statement (PPS), Provincial Plans and related *Acts*, with respect to conformity of decisions; interpretation of boundaries, conflicts between policies and transition provisions for planning applications. For further detail, reference should be made to the relevant Provincial Policy, *Act* or Plan, as these are the final authorities on the subject matter. In general, the policies of the PPS, the applicable Provincial Plans, and this Plan must be read in their entirety and not interpreted and applied in isolation.

6.6.3.1 Conformity Requirements

OPA 226

6.6.3.1.1 Provincial Policy Statement

A decision of the Council of a municipality, in respect of the exercise of any authority that affects a planning matter, "shall be consistent with" the PPS. Comments, submissions or advice that affect a planning matter that are provided by the Council of a municipality, "shall be consistent with" the PPS.

6.6.3.1.2 Niagara Escarpment Plan

All development shall conform to the policies and development criteria contained in the Niagara Escarpment Plan. In accordance with the requirements of the *Niagara Escarpment Planning and Development Act*, all amendments to this Plan or implementing Zoning By-law must conform to the Niagara Escarpment Plan.

6.6.3.1.3 Oak Ridges Moraine Conservation Plan

All developments and decisions of the Council of a municipality are required to conform to the policies of the Oak Ridges Moraine Conservation Plan (ORMCP), subject to the transition provisions of the Oak Ridges Moraine Conservation Act and Plan, and any applicable regulations.

6.6.3.1.4 Lake Simcoe Protection Plan

Decisions under the *Planning Act* or the *Condominium Act,* 1998 or decisions related to a "prescribed instrument" are required to conform with the applicable "Designated Policies" in the Plan and have regard to the other applicable policies.

6.6.3.1.5 Greenbelt Plan

The decisions of the Council of a municipality with respect to matters, proceedings or applications made under the *Planning Act* and the *Condominium Act, 1998*, are required to conform to the policies of the Greenbelt Plan, subject to the transition provisions of the *Greenbelt Act* and Plan, and any applicable regulations.

6.6.3.1.6 Growth Plan for the Greater Golden Horseshoe

The decisions of the Council of a municipality with respect to matters, proceedings or applications made under the *Planning Act* and the *Condominium Act, 1998* are required to conform to the policies of the Growth Plan, subject to the transition provisions of the *Places to Grow Act* and the Growth Plan for the Greater Golden Horseshoe, and any applicable regulations.

6.6.3.2 Interpreting Boundaries

OPA 226

6.6.3.2.1 Niagara Escarpment Plan

The lands affected by the Niagara Escarpment Plan are shown on Schedules A and A1 to the Official Plan. For information purposes, a copy of the Niagara Escarpment Plan map illustrating the NEP Land Use Designations within the Town of Caledon is included as Appendix I to this Plan. This map represents the most recent update provided to the Town of Caledon by the Niagara Escarpment Commission. Any specific questions relating to either the map or the designations should be directed to the Niagara Escarpment Commission.

The boundaries of the Niagara Escarpment Plan Area as identified on Schedules A and A1 of the Town of Caledon Official Plan are fixed and can be changed only by an amendment to the Niagara Escarpment Plan. The internal boundaries between designations identified on the maps to the Niagara Escarpment Plan, as illustrated in Appendix I, are less definite except where they are formed by such facilities as roads, railways and electrical transmission lines. These internal boundaries are not intended to be site-specific and should not be used for accurate measurement. The exact delineation of designations and boundaries on specific sites will be done on a case by case basis by the Niagara Escarpment Commission through the application of the designation criteria, utilizing the most up-to-date information available and site inspections. Such designation boundary interpretations will not require an amendment to this Plan or the Niagara Escarpment Plan.

6.6.3.2.2 Oak Ridges Moraine Conservation Plan

The boundary of the Oak Ridges Moraine Conservation Plan Area (ORMCPA) has been established by the Province of Ontario as being lands included in the Oak Ridges Moraine as defined by Ontario Regulation 01/02, and is delineated on the Schedules to this Plan. The outer boundary of the ORMCPA is fixed and can only be changed by an amendment to the ORMCP, and normally only by the Province at the time of the ten (10) year Plan review.

Within the ORMCPA, the internal boundaries of the ORMCP land use designations, as delineated on Schedule P, have been further defined by the Town of Caledon in accordance with the applicable provisions of the ORMCP. No further amendments to the ORMCP land use designations on

Schedule P will be considered until the time of the ten (10) year review of the ORMCP.

6.6.3.2.3 Lake Simcoe Protection Plan

The boundary of the Lake Simcoe Protection Plan is the Lake Simcoe watershed boundary as defined in Section 2 of the *Lake Simcoe Protection Act*, 2008 as: "Lake Simcoe and the parts of Ontario, the water of which drains into Lake Simcoe." Ontario Regulation 219/09 Section 2 (1) states that the boundaries of the Lake Simcoe Watershed "are described in a data file entitled "Lake Simcoe Protection Act Watershed Boundary" and dated May 29, 2009, as amended from time to time, that is maintained by the Ministry of Natural Resources and Forestry as part of its Land Information Ontario initiative."

6.6.3.2.4 Greenbelt Plan

The boundary of the Greenbelt Plan as shown on Schedule S of this Plan is prescribed by Ontario Regulation 59/05, as provided by the *Greenbelt Act, 2005*. The outer boundary of the Greenbelt Plan Area is fixed and can only be changed by an amendment to the Greenbelt Plan, and normally only by the Province at the time of the ten (10) year Plan review.

The boundaries of the Natural Heritage System, as shown on Schedule S of this Plan were derived directly from digital data provided by the Province, and were not further refined at the time this Plan was brought into conformity with the Greenbelt Plan. Refinements to the boundaries of the Natural Heritage System may only be considered at the time of the ten (10) year review of the Greenbelt Plan.

OPA 237

In the Town of Caledon, boundaries of Prime Agricultural Areas, General Agricultural Areas, Rural Lands and Settlement Areas are as established in the municipal Official Plan.

Key Natural Heritage and Key Hydrologic Features have been defined in the text of this Plan as Environmental Policy Areas, and known features identified through current municipal mapping methodologies have been identified on the Schedules to this Plan. The detailed delineation of these features, whether currently identified in this Plan or meeting established criteria, can be undertaken at the time a municipality deals with applications for development under the *Planning Act* or *Condominium Act, 1998*, or via a municipal zoning by-law update.

6.6.3.2.5 Growth Plan for the Greater Golden Horseshoe

The Growth Plan applies to lands designated by Ontario Regulation 416/05. Except for the outer Growth Plan boundary, which is fixed and can only be changed by an amendment to the Growth Plan, and normally only by the Province at the time of the ten (10) year Plan review, the boundaries and lines displayed on Schedules to the Growth Plan provide general direction only and should not be read to scale, unless otherwise stated.

The Delineated Built-Up Area, Designated Greenfield Areas and Settlements with Undelineated Built-Up Areas shown on Figure 1 to this Plan are based on mapping issued by the Province, as refined by the Region of Peel and Town of Caledon.

6.6.3.3 Conflict

OPA 226

Given the overlapping nature of the PPS, the Provincial Plans and municipal Official Plans, the PPS and the Provincial Plans, and their underlying *Acts*, contain various provisions that establish which policies take precedence in the case of a conflict. In very general terms, a conflict arises if the application of one policy prevents another policy from being implemented. Municipalities are, however, permitted to have policies that are different from, more detailed or more restrictive than Provincial policy, without this being considered a conflict, except under very specific, prescribed circumstances.

6.6.3.3.1 Provincial Policy Statement

The policies of the PPS represent minimum standards. The PPS does not prevent planning authorities and decision-makers from going beyond the minimum standards established in specific policies, unless doing so would conflict with any other policy of the PPS. Provincial Plans take precedence over the policies of the PPS to the extent of any conflict.

6.6.3.3.2 Niagara Escarpment Plan

The Niagara Escarpment Plan and The Town of Caledon Official Plan both contain policies which regulate land use, growth, and development within the Niagara Escarpment Plan Area. The policies of both plans apply to lands within the Niagara Escarpment Plan Area and in the case of a conflict between the policies of the two plans; the more restrictive policies shall apply.

6.6.3.3.3 Oak Ridges Moraine Conservation Plan

In the case of a conflict between the policies of this Plan and the ORMCP, the policies of the ORMCP prevail. Subject to Section 7.10.3.4 of this Plan, where the policies of this Plan are more restrictive than the ORMCP, they shall not be considered to be in conflict with the ORMCP and the more restrictive provisions shall prevail.

6.6.3.3.4 Lake Simcoe Protection Plan

Where there is a conflict between a provision of the Lake Simcoe Protection Plan and a provision in another Provincial Plan or policy, the provision that provides the greatest protection to the ecological health of the Lake Simcoe Watershed prevails.

6.6.3.3.5 Greenbelt Plan

In the case of a conflict between the policies of this Plan and the Greenbelt Plan, the policies of the Greenbelt Plan prevail. Despite the policies of the

Greenbelt Plan, there is nothing in the Greenbelt Plan that limits the ability of decision-makers on planning applications to adopt policies that are more stringent than the requirements of the Greenbelt Plan, unless doing so would conflict with any of the policies or objectives of the Greenbelt Plan. With the exception of the lot creation policies of the Greenbelt Plan, municipal Official Plans and Zoning By-laws shall not contain provisions that are more restrictive than the policies of Sections 3.1 and 4.3.2 of the Greenbelt Plan as they apply to agricultural uses and mineral aggregate resources respectively, within the Prime Agricultural Area.

6.6.3.3.6 Growth Plan for the Greater Golden Horseshoe

As provided for in the *Places to Grow Act, 2005*, the Growth Plan prevails where there is a conflict between the PPS and the Growth Plan. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails. Similarly where there is a conflict between the Greenbelt, Niagara Escarpment or Oak Ridges Moraine Conservation Plans and the Growth Plan regarding the natural environment or human health, the direction that provides more protection to the natural environment or human health prevails.

The policies and targets of the Growth Plan represent minimum standards. Planning authorities and decision-makers are encouraged to go beyond the minimum standards established in specific policies and targets of the Growth Plan, unless doing so would conflict with any policy of the Growth Plan, the applicable PPS or any other Provincial Plan.

6.6.3.4 Applicability and Transition

OPA 226

The following provides a very general summary of the applicability of the PPS and the Provincial Plans to planning matters, proceedings and decision, and transitional provisions for applications that were commenced but not decided upon when the PPS and Provincial Plans came into effect. Reference should be made to the relevant *Acts*, Plans and Regulations for further detail as these are the final authority on the subject matter.

6.6.3.4.1 Provincial Policy Statement

The PPS applies to all applications, matters or proceedings commenced on or after March 1, 2005.

6.6.3.4.2 Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP) applies to all municipal planning and development decisions within the NEP Area. If the NEP does not contain specific transition provisions, reference should be made to the *Niagara Escarpment Planning and Development Act*, and any related regulations.

6.6.3.4.3 Oak Ridges Moraine Conservation Plan

The ORMCP applies to the area shown as the Oak Ridges Moraine Conservation Plan Area on the map entitled "Oak Ridges Moraine

Conservation Plan Land Use Designation Map", numbered 208, dated April 17, 2002, and on file in the offices of the Ministry of Municipal Affairs and Housing and Housing in Toronto. This area is shown on the Schedules to this Plan.

The ORMCP applies to all development applications that commenced on or after November 17, 2001. Transition provisions for applications that were commenced before November 17, 2001 and were not decided upon as of that date, are set out in Section 7.10.3.7 of this Plan.

6.6.3.4.4 Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan applies to the Lake Simcoe watershed as defined in Section 2 of the *Lake Simcoe Protection Act*, 2008 as: "Lake Simcoe and the parts of Ontario, the water of which drains into Lake Simcoe." Ontario Regulation 219/09 Section 2 (1) states that the boundaries of the Lake Simcoe Watershed "are described in a data file entitled "Lake Simcoe Protection Act Watershed Boundary" and dated May 29, 2009, as amended from time to time, that is maintained by the Ministry of Natural Resources and Forestry as part of its Land Information Ontario initiative."

According to Ontario Regulation 219/09, the Lake Simcoe Protection Plan applies to all development applications under the *Planning Act* or *Condominium Act*, 1998, applications for permits under the *Conservation Authorities Act* or the *Public Lands Act*, and applications for approval under the *Lakes and Rivers Improvement Act* that had not commenced before the day the Lake Simcoe Protection Plan came into effect (i.e. June 2, 2009). Transition provisions for applications that were commenced before June 2, 2009 and were not decided upon as of that date are set out in O. Reg. 219/09, s.8 (3).

6.6.3.4.5 Greenbelt Plan

The *Greenbelt Act, 2005*, requires that all decisions with respect to applications made under the *Ontario Planning and Development Act, 1994*, the *Planning Act* or the *Condominium Act, 1998*, which were commenced on or after December 16, 2004 (the date the Greenbelt Plan came into effect), and relate to the areas in the Greenbelt Plan designated as Protected Countryside, are required to conform to all applicable policies and provisions of the Greenbelt Plan. The *Greenbelt Act, 2005*, authorizes the Minister to pass regulations for various prescribed matters to address applications which were commenced prior to December 16, 2004 but for which no decision had been made and for other transitional matters. Reference should be made to the applicable provisions of the *Greenbelt Act, 2005* and related Provincial regulations as may be issued from time to time.

6.6.3.4.6 Growth Plan for the Greater Golden Horseshoe

The *Places to Grow Act, 2005*, requires that all decisions with respect to applications made under the *Planning Act* or the *Condominium Act, 1998*, which were commenced on or after June 16, 2006 (the date the Growth

Plan came into effect), are required to conform to all applicable policies and provisions of the Growth Plan. The *Places to Grow Act, 2005*, authorizes the Minister to pass regulations for various prescribed matters to address applications which were commenced prior to June 16, 2006 but for which no decision had been made and for other transitional matters. Reference should be made to the applicable provisions of the *Places to Grow Act, 2005* and related Provincial regulations as may be issued from time to time.

6.6.4 Where examples of permitted uses are provided for in the land use provisions of the Plan, they are intended to indicate the possible range of uses considered and are not intended to be all encompassing. However, future uses shall be in conformity with the general intent and policies of the appropriate land use designation.

6.6.5 Where a principle, goal, policy, land use designation or schedule is added, deleted or significantly altered, an amendment to this Official Plan shall be required.

6.6.6 To facilitate the interpretation of this plan the following conversion table is maintained.

a) Square Measure

1.0 acre	=	0.4047 hectare
1.0 hectare	=	2.47 acres
1.0 sq. mile	=	258.99 hectares
1.0 sq. km	=	0.386 sq. miles
1.0 sq. foot	=	0.0929 sq. metres
1.0 sq. metre	=	10.76 sq. feet

b) Linear Measure

1 inch	=	2.54 centimetres
1 centimetre	=	0.394 inches
1 foot	=	0.305 metres
1 metre	=	3.28 feet
1 mile	=	1.60 kilometres
1 kilometre	=	0.62 miles

6.7 GLOSSARY OF TERMS

OPA226 Explanatory Note: Definitions denoted with an asterisk (*) are intended to only apply to those provisions of this Plan that are specifically derived from the ORMCP, and in particular, those provisions that were incorporated into this Plan through Official Plan Amendment 186. Where there are terms used in section 7.10 which are defined in the ORMCP but not defined in this Plan, regard shall be had to the ORMCP itself.

These definitions are intended to apply to the entire Official Plan except as otherwise specifically noted below the individual definition.

OPA179 1. Abattoir shall mean a building, structure or lot or part thereof used to accommodate the penning and slaughtering of live animals and the preliminary processing of animal carcasses and may include the packing, treating, storing and sale of the product on the premises.

OPA179 2. Accessory Building or Structure shall mean a detached building or structure that is not used for human habitation, the use of which is naturally and normally incidental to, or subordinate to, or exclusively devoted to a principal use or building located on the same lot.

OPA179 3. Accessory Use shall mean the use of land, buildings or structures that is normally incidental or subordinate or exclusively devoted to the principal use, building or structure located on the same lot.

OPA226 4. Adaptive Environmental Management, shall mean a framework for designing and implementing an environmental monitoring program, quantifying the effects of land use change on the natural environment, evaluating the effectiveness of environmental management and mitigation practices and identifying the need for changed/improved practices/policies in order to meet established objectives.

5. Additional Residential Unit means a self-contained separate dwelling unit with full kitchen and bath facilities and separate entrance, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house.

OPA288

6. Adjacent Lands shall mean,

a) Within the ORMCPA, all lands within the ORMCP Minimum Area of Influence, and those lands described in subsections b) ii) and c) of this definition.

OPA226 b) Within the Greenbelt Plan Protected Countryside, all lands within 120 metres of a Key Natural Heritage Feature within the Natural Heritage System and all lands within 120 metres of a Key Hydrologic Feature anywhere within Protected Countryside, and those lands described in subsections c) ii) and d) of this definition; or,

c) In relation to wetlands:

i) those lands within 120 metres of an individual wetland area; and,

ii) all lands connecting individual wetland areas within a wetland complex.

d) In all other instances:

i) lands abutting Environmental Policy Area;

ii) lands which include Supportive Natural Systems and Natural Linkages contiguous to Environmental Policy Area; and,

iii) lands having a probable functional relationship with Environmental Policy Area.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

7. Adult Videotape Stores shall mean any premises:

a) Used for the carrying on of the business of the provision of adult videotapes, or,

b) In which adult videotapes are provided in the pursuance of a business and to which premises entry by persons under the age of 18 is prohibited, or in result of which premises it is advertised of notice is given that such entry is prohibited, or,

c) In which adult videotapes are provided in the pursuance of a business and in respect of which it is advertised, or notice is given either by signs or other advertising devices on or in the premises, or otherwise, that the premises are an "adult video store", an "adult videotape stores", and "adult video rental store", or are otherwise described by words of like meaning; and where the proportion of adult videotapes to all video tapes offered is greater than the ratio of 10 to 100.

OPA 186 8. *Adverse Effects, shall mean any impairment, disruption, destruction or harmful alteration.

OPA 237 7a Adverse Effects, shall mean one or more of:

a) Impairment of the quality of the natural environment for any use that can be made of it;

b) Injury or damage to property or plant or animal life;

c) Harm or material discomfort to any person;

d) A negative impact on the health of any person;

e) Impairment of the safety of any person;

f) Rendering any property or plant or animal life unfit for human use;

g) Loss of enjoyment of normal use of property; and,

h) Interference with normal conduct of business.

OPA 186 9. *Adversely Affect, shall mean to have an adverse effect on.

OPA 237 8a Agricultural Condition, shall mean in regard to Prime Agricultural Land, a condition in which substantially the same areas and same average soil capability for agriculture are restored.

OPA 179 10. Agriculture-related Commercial or Agricultural-related Industrial Uses,
OPA 237 shall mean uses directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. These include, but are not limited to, the use of land and/or buildings or structures for the manufacturing, processing, storage, wholesale and/or retail sales of such goods as farm machinery, farm equipment, tools, consumables, agricultural by-products and sub-surface drainage materials. Examples include, but are not limited to grain drying, cold storage facilities, custom spraying and abattoirs, farm cideries, farm distilleries, farm microbreweries and farm wineries, but excluding cannabis-related uses and industrial hemp-related uses not associated with outdoor cultivation and the retail sale of cannabis-based and industrial hemp-based or derived productions.

OPA179 11. Agricultural Tourism or Agri-tourism, shall mean the act of
OPA 237 visiting a working farm or any agricultural, horticultural or agribusiness operation for the purpose of enjoyment, education or active involvement in the activities of the farm where the principle activity on the property remains as farming and where products used in the activity are produced on the property or related to farming. Such activities may include, but are not limited to: a hay or corn maze; farm machinery and equipment exhibitions, farm tours; petting zoos; hay rides and sleigh, buggy or carriage rides; processing demonstrations; pick-your-own-produce; and, farm theme playground for children that are limited in area; education establishments that focus on farming instruction that are limited in area; and bed and breakfasts.

OPA179 12. Agricultural Uses, shall mean the growing of crops, including
OPA 237 nursery, cannabis and industrial hemp, biomass, and horticultural crops; the breeding, care and/or raising of livestock including horses and bees; raising of other animals for food, fur or fibre, including poultry and fish and the selling of such stock or the product of such stock; aquaculture; apiaries; agro-forestry and the sale of related products including fuel wood, Christmas trees, and

maple products, but excluding the retail sale of cannabis-based and industrial hemp-based or derived products;; and associated on-farm structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, a farm dwelling and accommodation for full-time farm labour when the size and nature of the operation requires additional employment. Cannabis-related uses and industrial hemp-related uses, excluding the outdoor cultivation or cannabis or industrial hemp, in all agricultural and rural areas shall be considered High Impact Agricultural Uses.

OPA 186

*Agricultural Uses, shall mean

a) Growing crops, including nursery, cannabis and industrial hemp, and horticultural crops;

b) Raising livestock and other animals, including poultry and fish, for food and fur;

c) Aquaculture; and

d) Agro-forestry and maple syrup production.

Cannabis-related uses and industrial hemp-related uses, excluding the outdoor cultivation or cannabis or industrial hemp, in all agricultural and rural areas shall be considered High Impact Agricultural Uses.

OPA 237

OPA 186

11a. Alternative Energy System, shall mean a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

OPA 179

13. Amusement Parks, means a commercial-recreational establishment where permanent buildings or structures have been erected for the purposes of a circus or carnival or similar exhibition or amusement rides or sideshows and where one or more of the following classes of amusement or recreation are also provided: (a) mechanically or electrically operated rides; (b) a place of amusement; and, (c) a restaurant.

14. *Animal Agriculture, shall mean growing, producing and raising farm animals including, without limitation,

a) Livestock, including equines, poultry and ratites;

b) Fur-bearing animals;

c) Bees;

d) Cultured fish;

e) Deer and elk; and,

f) Game animals and birds.

15. Additional Residential Unit, shall mean a self-contained residential unit with its own cooking and bathroom facilities and two accesses to the exterior to the satisfaction of the Fire and Building departments and is created through converting part of, or adding onto, a permitted residential structure including a detached, semi-detached, duplex or link house and the unit is accessory to the existing principal dwelling unit.

OPA 237

14a Aquaculture, shall mean the breeding or husbandry of fish as a commercial venture for human consumption, in accordance with the policies of the Ontario Fish and Wildlife Conservation Act, and any regulations made under the Act.

For the purposes of this definition Fish, shall mean fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles, in accordance with the policies of the Fisheries Act, and any regulations made under the Act.

16. Aquifer, shall mean sub-surface materials that yield significant quantities of groundwater to the surface in a form where it is used by humans, maintains base flow in streams or maintains storage levels in kettle lakes and wetlands.

OPA 186

17. *Aquifer Vulnerability, shall mean an aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.

18. Archaeological Resources shall mean locations or places where cultural remains are found which were associated with activities, endeavours or events of both the prehistoric and historic periods of Ontario and that may occur on or below the surface of the land or water.

19. Areas of Archaeological Potential shall mean areas with reasonable potential for the discovery of archaeological resources. This potential is based on the presence of a wide range of geographic and historical features that influenced past settlement. Archaeological potential is confirmed through archaeological assessment.

20. Areas of Natural and Scientific Interest, shall mean areas of land and water containing natural landscapes or features which have been identified as having values related to protection, natural heritage appreciation, scientific study or education. Life Science ANSIs are ANSIs identified by MNR for their biotic attributes. Earth Science ANSIs are ANSIs identified by MNR for their geologic attributes.

21. Biological Diversity, shall mean the variety of life in all forms, levels, and combinations. It includes ecosystem and landscape diversity, species diversity, and genetic diversity.

22. Bona fide Farmer, shall mean an individual currently actively engaged in a viable farm operation in the Town of Caledon and who shall have owned, actively worked and resided on the subject farm operation for a substantial number of years. OPA179

23. Built Heritage Resources shall mean one or more buildings, structures, monuments, installations or physical remains associated with architectural, cultural, social, political, economic, or military history, and identified as being of value to a community.

24. Carrying Capacity, shall mean the threshold or degree of use a site can support without substantial negative impact on environmental systems such as groundwater, surface water, vegetation, wildlife and soil.

25. Commercial Greenhouse, shall mean a building or structure used for the growing of flowers, plants, shrubs, trees and similar vegetation indoors which are not necessarily transplanted outdoors on the same lot containing such building or structure, but are sold directly from such lot at wholesale or retail. OPA179

26. Community Infrastructure, shall mean lands, buildings and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing. OPA226

27. *Connectivity, shall mean the degree to which key natural heritage features are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows through food webs. OPA 186

28. Conserve, Conserved and Conservation, shall mean the identification, protection, wise management and use of resources, including but not limited to built heritage resources, cultural heritage landscapes, archaeological resources and natural heritage features and areas in a way that will maintain, restore, enhance and protect its quality and quantity for sustained benefit to humans and the environment as much as possible in balance with the other goals of this Plan. OPA 237

    In the case of cultural heritage, this shall occur in a manner that ensures that cultural heritage value or interest is retained under the Ontario Heritage Act.

29. Contextual Landscape shall mean an ensemble of cultural and natural elements of significance to the setting of a built heritage resource.

30. Coulterville Special Study Area, shall mean the geographic area within which the Town of Caledon will study appropriate after uses for the aggregate extraction areas and develop associated land use policies. OPA226

31. Council, shall mean the Council of The Corporation of the Town of Caledon.

32. Cultural Heritage Landscape shall mean a defined geographical area of heritage significance which has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Cultural heritage landscapes include any area that is an ensemble of cultural heritage resources such as a neighbourhood, townscape, roadscape including heritage roads, farmscape, or waterscape that is of significance because it illustrates noteworthy historic relationships between people and their surrounding environment. A cultural heritage landscape must also have an appropriate degree of integrity.

33. Cultural Heritage Resources shall mean everything produced, modified and left by people of a given geographic area, the sum of which represents their cultural identity. This includes their handicrafts, tools, equipment, buildings, monuments, furnishings, folklore rituals, art, transportation, communications and places of dwelling, play, worship, commercial, agricultural and industrial activity.

34. Cumulative Effects Assessment, shall mean the assessment of cumulative environment effects associated with a proposed change in land use.

35. Cumulative Environmental Effects, shall mean the increment effect of an action when added to other past, present, and reasonably foreseeable future actions. These changes are characterized by being collectively significant over time and space, by occurring frequently in time or densely in space, and by combining additively or synergistically.

OPA 237

36. Development, shall mean:

    a) The creation of a new lot and/or an increase in the number of permitted units on a lot;

    b) The construction, erection or placing of a building or structure;

    c) Site grading, the placing, dumping and removal of fill; removal of topsoil or organic material including peat and, drainage works, except for the maintenance of existing municipal drains;

    d) Includes the making of a major expansion or alteration to a building or structure or in intensity of use;

    e) Includes the removal or destruction of woodlands; and,

f) A change in land use.

Development shall not include:

a) Activities that create or maintain infrastructure authorized under an environmental assessment process; or

OPA 237

b) Works subject to the Drainage Act.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment and cultural heritage.

OPA 204

37. Drive-through Service Facilities, shall mean a building or structure or part thereof where goods and/or services are offered to the public within a parked or stationary vehicle by way of a service window or kiosk where goods, money or materials are exchanged.

OPA 186

38. *Dwelling Unit, shall mean one or more habitable rooms, occupied or capable of being occupied as an independent and separate housekeeping establishment, in which separate kitchen and sanitary facilities are provided for the exclusive use of the occupants.

OPA 186

39. *Earth Science Values, shall mean values that related to the geological, soil and landform features of the environment.

OPA 186

40. *Ecological Features, shall mean naturally occurring land, water and biotic features that contribute to ecological integrity.

OPA226

41. Ecological Functions, shall mean the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

OPA 186

42. *Ecological Integrity, which includes hydrological integrity, shall mean the condition of ecosystems in which:

a) The structure, composition and function of the ecosystems are unimpaired by stresses from human activity;

b) Natural ecological processes are intact and self-sustaining; and,

c) The ecosystems evolve naturally.

OPA 186

43. *Ecological Value, shall mean the value of vegetation in maintaining the health of the key natural heritage feature and the related ecological features and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species.

44. Ecosystem, shall mean functioning systems of plants, animals, and microorganisms, together with the non-living components of their environment, related ecological processes, and humans.

OPA226

45. Employment Area/Areas, shall mean lands designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities.

OPA 226

46. Employment Forecast, shall mean the Town-wide employment levels established for the years 2021 and 2031.

OPA 226

47. Employment Land/Lands, shall mean land within employment areas.

OPA 226

48. Endangered Species, shall mean a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources and Forestry official species at risk list, as updated and amended from time to time.

49. Enhancement, shall mean the management of land and water to modify the natural form, processes or attributes to produce a desired state or conditions as defined by humans. In this Plan, enhancement shall mean improvements to the integrity of ecosystems in the Town.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

50. Environmental Impact Study, shall mean a study prepared in accordance with established procedures, to identify and assess the impacts of development on a specified ecosystem form, function and integrity.

51. Environmental Management Plan, shall mean a plan prepared in accordance with established procedures, which provides for the protection, maintenance, enhancement and restoration of specified ecosystem forms or functions.

52. Environmental Performance Measures, shall mean a description of a desired end state or level of performance with respect to specified ecosystem forms, functions and attributes.

53. Environmental Policy Area, shall mean all Natural Core Areas and Natural Corridors within the Town of Caledon, as outlined on Table 3.1 of this Plan.

54. Environmentally Significant Areas, shall mean areas of land and water containing natural landscapes which contain or support natural forms, features or attributes deemed to be significant or essential in the context of a watershed or municipal jurisdiction as defined by the TRCA and CVC.

55. Essential, shall mean, that which is deemed necessary to the public interest after all alternatives have been considered.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment, and in the context of the Niagara Escarpment Plan Area.

56. Existing Development/Uses, shall mean development or uses of land which existed at the time that Official Plan Amendment 124 was adopted.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

57. Existing Lot of Record, shall mean a lot held under distinct and separate ownership from all abutting lots as shown by a registered conveyance in the records of the Land Registry Office at the time of the approval of the Town of Caledon Official Plan by the Government of Ontario or lots created in conformity with the provisions of the Town of Caledon Official Plan since June 1st, 1979.

OPA179 OPA 237

58. Farm-Based Home Industries, shall mean a use, that is limited in area and located on and subordinate or incidental to, a permitted farm operation with limited retailing of products, created in whole or in part in an accessory building to a single-detached dwelling, performed by one or more residents of the property and may include but is not limited to: a carpentry shop; a craft shop; a metal working shop; a repair shop; a plumbing shop; an electrical shop; a welding shop; a woodworking shop; a blacksmith; a building for the indoor storage of school buses, snowmobiles, or a similar use, but shall not include an auto repair shop, vehicle paint shop, cannabis-related uses or industrial hemp-related uses..

OPA 179

59. Farm Cluster Envelope, shall mean the area containing the principle farm residence, second dwelling for farm help or accessory residences, barns and other outbuildings in support of the farm operation on a property actively involved in farming.

OPA 237

58a Farm Distillery, shall mean buildings or structures used for the processing of ingredients for the production of spirits, including, the fermentation, production, bottling, aging or storage of such products as an On-farm Diversified Use to a farm operation. The Farm Distillery may include a laboratory, administrative office, hospitality room and retail outlet and if required, must be licenced or authorized under the appropriate Act.

OPA 237

58b Farm Microbrewery, shall mean buildings or structures used for the processing of ingredients for the production of beer, including, the fermentation, production, bottling, aging or storage of such products as an On-farm Diversified Use to a farm operation. The Farm Microbrewery may include a laboratory, administrative office, hospitality room and retail outlet and if required, must be licenced or authorized under the appropriate Act.

OPA 179 OPA 237

60. Farm Operation, shall mean the composite of all parcels of the land base where the predominant activities are agricultural uses; a principal farm residential dwelling; supplementary farm residences

required for the farm operation; barns, sheds, silos, manure storage structures and accessory buildings and other structures, which support the farm operation; On-farm Diversified Uses, where they meet the policies of this Plan; and woodlands located on the properties associated with the uses listed above shall be considered as part of the farm operation. The farm operation must have a valid Farm Business Registration Number.

OPA 186

61. *Farm Retirement Lot, shall mean a lot that is severed from land that is being used in a farming operation, on the application of a person who:

a) Owned and operated the farm operation, as a full-time farmer, for a substantial number of years;

b) Was engaged in farming on January 1, 1994 or on an earlier date set out in the applicable official plan; and,

c) Has reached retirement age and is retiring from active working life; "original half lot" means half of an original lot that contained 80.9 hectares (200 acres), more or less.

OPA179

OPA 237

62. Farm Winery or Cidery, shall mean buildings or structures used for the processing of ingredients in the production of wines or ciders, including, the fermentation, production, bottling, aging or storage of such products as an on-farm diversified use to a farm operation. The winery or cidery may include a .laboratory, administrative office, hospitality room and retail outlet and if required, must be licenced or authorized under the appropriate Act.

OPA 237

63. Fish Habitat, shall mean the spawning grounds, any other areas, including nursery, rearing, food supply, and migration areas on which fish depend, directly or indirectly, in order to carry out their life processes.

a) Fishery Resource Area, shall mean any watercourse or body of water, permanent or intermittent, which sustains, or has the potential to sustain healthy game, forage or fish populations including bait fish, as identified by the Ministry of Natural Resources and Forestry or through an approved study.

b) Core Fishery Resource Area, shall mean all Cold Water Streams, Potential Cold Water Streams and Warm Water Streams, as identified and defined in the Town Of Caledon Environmental Background Study, May 1993, or other Fishery Resource Areas identified for protection as Natural Corridors through an approved study.

c) Fishery Resource Areas (Other), shall mean all fishery resource areas in the Town of Caledon not identified and defined as Core Fishery Resource Area.

OPA 186

64. *Forest Access Road, shall mean a one or two-lane unpaved road that is designed to provide access to and within a woodland for wildlife, fish and forest management purposes.

65. Forest Management Plan, shall mean a plan prepared in accordance with established procedures which provides for the management of forests for the production of wood and wood products and the maintenance protections, restoration and enhancement of ecosystem integrity, including wildlife habitat and water quality and quantity. Forest Management Plans shall adhere to the principles of good forestry practices, as defined in this Glossary.

66. Function, shall mean the natural processes, products or services that species and non-living environments provide or perform within or between ecosystems and landscapes.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

67. Detached Additional Residential Unit, shall mean a single-unit, one (1) storey freestanding temporary and portable residential structure containing bathroom and cooking facilities which is equipped for year round occupancy but shall not include a tourist vehicle, tourist trailer or any trailer. A Detached Additional Residential Unit shall remain accessory to an existing permanent detached dwelling.

OPA 237 66a General Agricultural Area, shall mean those areas of Caledon containing large discontiguous blocks of Class 1, 2, and 3 lands, and those associated Class 4 through 7 lands as categorized by the Canada Land Inventory (CLI) of Soil Capability for agriculture, where farming and agricultural activities predominate, and where lands are not designated as Prime Agricultural Area in the Town of Caledon.

68. Good Forestry Practices, shall mean the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which it is being applied and which minimize detriments to forest values, including: significant ecosystems, important fish and wildlife habitat, soil and water quality and quantity, forest productivity and health, and the aesthetic and recreational opportunities of the landscape. Good forestry practices includes the cutting and removal of hazardous, severely damaged, diseased and insect infested trees which must be removed in order to prevent contamination or infestation of other trees, or which no longer contribute to the achievement of forest values.

OPA226 69. Green Building, shall mean a building whose design focuses on increasing the efficiency of resource use in the areas of energy, water, and materials while reducing building impacts on human

health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and removal of construction waste.

70. Groundwater, shall mean sub-surface water, or water flowing through or stored in the pores, cracks, and crevices in the ground below the water table.

71. Groundwater Discharge Area, shall mean areas where there is a significant contribution by groundwater to surface water including seepage areas, streams, lakes and wetlands.

OPA 186

72. *Groundwater Recharge, shall mean the replenishment of sub-surface water:

a) Resulting from natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetlands; and,

b) Resulting from human intervention, such as the use of stormwater management systems.

73. Groundwater Recharge Area, shall mean an area in which there is significant addition of water by natural processes to ground water. These areas are usually porous and composed of sands and gravels.

OPA 186

74. *Habitat of Endangered, Rare and Threatened Species, shall mean land that:

a) Is an area where individuals of an endangered species, a rare species or a threatened species live or have the potential to live and find adequate amounts of food, water, shelter, and space needed to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species; and,

b) Has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.

OPA 186

75. *Hazardous Waste, has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

76. Heritage Conservation District shall mean an area of the municipality designated under Part V of the *Ontario Heritage Act* for the purposes of protecting and enhancing the special, collective character of that area. As described in the Provincial document 'Ontario's Heritage Conservation District Guidelines' (1992), the character of the area may derive from individual properties of architectural or historical interest as well as from the overall

historic and aesthetic values of the buildings, streets and open spaces seen together.

77. Heritage Road shall mean a road or portion of road which exhibits physical and historical integrity by retaining major characteristics usually typified by little or no shoulders, unimproved grass ditches and roadside trees. Heritage roads are roads that have not been highly engineered or previously improved to recent design and construction standards.

OPA179 78. High Impact Agricultural Uses, shall mean the use of the land, buildings or structures for agricultural uses that because of the OPA 237 intensity or nature of the use have greater potential to impact surrounding uses, the natural environment or servicing. High impact agricultural uses include such uses as large- and mixed animal hospitals; large-scale public equestrian centres; fish farms or aquacultural operations; commercial greenhouses; cannabis-related uses, excluding the outdoor cultivation of cannabis; industrial hemp-related uses, excluding the outdoor cultivation of industrial hemp; fur-bearing animal farms; and mushroom farms.

79. Historically Established Population, shall mean populations, generally mature state, that were contained in the Official Plan for the Town of Caledon prior to the adoption of Official Plan Amendment 114.

OPA179 80. Home Occupation, shall mean any privately operated business which is limited in area, provides a service as an accessory use OPA 237 within a residential dwelling unit or under limited circumstances, an accessory building and is performed by one or more of the permanent residents of that dwelling unit and is compatible with the character of the residential setting or surrounding community. Such occupations may include but not limited to bed and breakfast establishments, professional and consulting services; instructional services; homecraft businesses; distribution sales offices or mail order sales; offices for trades or repair services; and, high technology uses. The incidental promotion and retailing of products specifically created on-site shall be permitted.

81. Housing Market Area, shall mean the Greater Toronto Area, which includes the Municipality of Metropolitan Toronto, the Regional Municipalities of Halton, Durham, York, and Peel and the area municipalities therein.

OPA 186 82. *Hydrological Cycle, shall mean the circulation of water from the atmosphere to the earth and back through precipitation, run-off, infiltration, groundwater flow and evapotranspiration, including the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and

underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

OPA 186 83. *Hydrological Features, shall mean,

a) Permanent and intermittent streams;

b) Wetlands;

c) Kettle lakes and their surface catchment areas;

d) Seepage areas and springs; and,

e) Aquifers and recharge areas.

OPA 186 84. *Hydrological Functions, shall mean the functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

OPA 186 85. *Hydrological Integrity, shall mean the condition of ecosystems in which hydrological features and hydrological functions are unimpaired by stresses from human activity.

OPA 186 86. *Hydrologically Sensitive Features, shall mean a hydrologically sensitive feature as described in section 26 of the Oak Ridges Moraine Conservation Plan.

OPA 186 87. *Impervious Surface, shall mean a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

88. Infill, shall mean housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land.

89. Infrastructure, shall mean physical structures which form the foundation for development. Infrastructure includes: sewage and water works, waste management systems, stormwater management facilities, electric power, communications, transit and transportation corridors and facilities, and oil and gas pipelines and associated facilities.

90. Integrity, shall mean an ecosystem which is in a state where its inherent potential is realized, its condition is stable, its capacity for self-repair when perturbed is preserved, and minimal external support for management is needed.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

OPA179 91. Intensive Recreation, shall mean recreational and open space development and uses, including related facilities, operations and

programs, which involve a relatively high degree of human activity, maintenance or management and which can reasonably be expected to negatively affect the form, function or integrity of Environmental Policy Area, when assessed either individually or cumulatively. Includes such uses as municipal parks, fairgrounds, campgrounds, golf courses, ski clubs, and recreational uses dependent on the primary use of motorized vehicles.

OPA 186 92. *Kame, shall mean a mound, hummock or conical hill of glacial origin.

OPA 186 93. *Kettle, shall mean a depression formed by glacial action that is not permanently filled with water.

94. Kettle Lake shall mean a depression formed by glacial action and permanently filled with water.

OPA 186 95. *Key Natural Heritage Feature, shall mean a key natural heritage feature as described in section 22 of the Oak Ridges Moraine Conservation Plan.

OPA 186 96. *Landform Conservation Area, shall mean a landform conservation area as described in section 30 of the Oak Ridges Moraine Conservation Plan.

OPA 186 97. *Landform Features, shall mean distinctive physical attributes of land such as slope, shape, elevation and relief.

OPA226 98. Leadership in Energy and Environmental Design (LEED), shall mean a universally accepted Green Building Rating System that provides a suite of standards for environmentally sustainable development.

OPA 186 99. *Life Science Values, shall mean values that related to the living component of the environment.

100. Limited Extractive Industrial, with respect to Environmental Policy Areas, shall mean the following: licenced extractive industrial operations which existed at the date of adoption of Official Plan Amendment 124; and those lands designated Extractive Industrial in the Town of Caledon Official Plan at the date of adoption of Official Plan Amendment 124.

OPA 186 101. *Liquid Industrial Waste, has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

OPA179 102. Livestock, shall mean chickens, turkeys, cattle, hogs, horses, rabbits, sheep, goats or any other domestic animal used for human consumption.

OPA 237 101a Local Food/Locally Grown Food, shall mean

a) Food produced or harvested in Ontario, including forest or freshwater food, and;

b) Subject to any limitations in the regulations, food and beverages made in Ontario if they include ingredients produced or harvested in Ontario, subject to the Local Food Act (2013) and its resulting regulations.

OPA 186 103. *Lot, shall mean a parcel of land that is:

a) Described in a deed or other document legally capable of conveying an interest in the land; or,

b) Shown as a lot or block on a registered plan of subdivision.

OPA226 104. Low Impact Development, shall mean an innovative stormwater management approach with a basic principle that is modelled after the natural way of managing rainfall at the source. This is done by using uniformly distributed decentralized micro-scale controls. Low Impact Development imitates the site's predevelopment hydrology by using landscaping design techniques that infiltrate, filter, store, evaporate, and detain run-off close to its source.

OPA 186 105. *Major Development, shall mean development consisting of:

a) The creation of four or more lots;

b) The construction of a building or buildings with a ground floor area of 500 m^2 or more; or,

c) The establishment of a major recreational use as described in section 38 of the *Oak Ridges Moraine Conservation Plan*.

OPA226 106. Major Transit Station Study Area, shall mean an area that delineates the general geographic extent within which the Town of Caledon will undertake studies to examine the potential to create Major Transit Station Areas and determine the appropriate development of these areas.

107. Maintain, shall mean the management of land and water to maintain some identified natural form, process or attribute in a desired condition or state as defined by humans. This may require the disruption of natural succession to prevent changes to the valued natural form, process or attribute.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

108. Major Expansion, with respect to existing development and uses within Environmental Policy Areas, including related facilities, operations and programs, shall mean an enlargement or change in use which is major in proportion to the size, scale or intensity of the development or uses which existed at the date of adoption of Official Plan Amendment 124. Specific quantitative performance standards will be included in the Town of Caledon Comprehensive Zoning By-law, and other appropriate regulatory documents to further refine the interpretation of major expansion.

OPA 186

109. *Meander Belt, shall mean the land across which a stream shifts its channel from time to time.

OPA 186

110. *Mineral Aggregate Operation, shall mean:

a) An operation, other than a wayside pit, conducted under a licence or permit under the *Aggregate Resources Act*; and,

b) Associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related by-products.

OPA226

111. *Mineral Aggregate Resources, shall mean gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act*, but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, talc, wollastonite, or other material prescribed under the *Mining Act*.

OPA 186

112. *Minimum Area of Influence, shall mean, with respect to ORMCP Key Natural Heritage Features or Hydrologically Sensitive Features described in Column 2 of Table 7.5 of this Plan, the area referred to in Column 3 of the Table that corresponds to the same item.

OPA179

113. Minimum Distance Separation Formulae, shall mean Formulae and guidelines developed by the Province, as amended from time to time, to separate uses to reduce incompatibility concerns about odour from livestock facilities.

OPA 237

OPA 186

114. *Minimum Vegetation Protection Zone, shall mean, with respect to ORMCP Key Natural Heritage Features or Hydrologically Sensitive Features described in Column 2 of Table 7.5 of this Plan, the area determined in accordance with the corresponding item in Column 4 of the Table.

115. Minor Expansion, with respect to existing development and uses within Environmental Policy Areas, including related facilities, operations and programs, means an enlargement or change in use which is minor in proportion to the size, scale or intensity of the development or uses which existed at the date of adoption of Official Plan Amendment 124. Specific quantitative performance standards will be included in the Town of Caledon Comprehensive Zoning By-law, and other appropriate regulatory documents to further refine the interpretation of minor expansion.

116. Multiplex means a residential building with multiple dwelling units. In order to qualify as a Multiplex Dwelling, at least one dwelling unit must be entirely or partially above or beside another. A dwelling unit within a multiplex dwelling is not a main dwelling that can contain an Additional Residential Unit.

OPA 288

117. Municipality, Town, shall mean The Corporation of the Town of Caledon, or the Town of Caledon as the context dictates.

OPA 226

118. Natural Core Areas, shall mean all features and areas identified as Natural Core Areas on Table 3.1 of this Plan.

OPA 226

119. Natural Corridors, shall mean all features and areas identified as Natural Corridors on Table 3.1 of this Plan.

OPA 226

120. Natural Linkages, shall mean all features and areas identified as Natural Linkages on Table 3.1 of this Plan.

OPA 186

121. *Natural Self-sustaining Vegetation, shall mean self-sustaining vegetation dominated by native plant species.

122. *Net Developable Area, shall mean the area of a lot or site, less any area that is within a key natural heritage feature or a hydrologically sensitive feature.

OPA 186

123. NFSR refers to non-food retail stores, as classified by Statistics Canada pursuant to the North American Industrial Classification System ("NAICS") which includes pharmacies and stores selling goods in the category known as "GAFO" (general merchandise, apparel, furnishings, home and auto supply stores and other miscellaneous retail stores).

124. Niagara Escarpment Natural Area, are defined within the Niagara Escarpment Plan (approved June 1, 2005) as Escarpment features which are in a relatively natural state and associated stream valleys, wetland and forests which are relatively undisturbed. These contain important plant and animal habitats and geological features and cultural heritage features and are the most significant natural and scenic areas of the Escarpment.

125. Niagara Escarpment Protection Areas, are defined within the Niagara Escarpment Plan (approved June 1, 2005) as lands which are important because of their visual prominence and their environmental significance. This designation includes escarpment features that have been significantly modified by land use activities such as agriculture and residential development and land needed to buffer prominent Escarpment Natural Areas.

126. Non-Intensive Recreation, shall mean recreational and open space development and uses, including related facilities, operations and programs, which involve a relatively low degree of human activity, maintenance or management and which, when properly planned, can reasonably be expected to have minimal negative effects on the form, function or integrity of Environmental Policy Area when assessed either individually or cumulatively. May include trails, nature viewing and interpretive opportunities, but does not include uses primarily dependent on the use of motorized vehicles.

OPA226 127. Normal Farm Practices, shall mean a practice, as defined in the *Farming and Food Production Protection Act*, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act*, 2002 and regulations made under that *Act.*

OPA 237 125a On-farm Diversified Uses, shall mean uses that are secondary to the principal agricultural use of the property, and are limited in area. On-farm Diversified Uses include, but are not limited to; home occupations, farm- based home industries, Agri-tourism Uses, and uses that produce and sell Value-added Agricultural products.

OPA 186 128. *ORMCP, shall mean the Oak Ridge Moraine Conservation Plan.

OPA 186 129. *ORMCPA, shall mean the Oak Ridges Moraine Conservation Plan Area.

OPA 186 130. *"Oak Ridges Moraine Conservation Plan Area" and "Plan Area" mean the areas described in section 2 of the Oak Ridges Moraine Conservation Plan.

OPA 186 131. *Original Half Lot, shall mean half of an original lot that contained 80.9 hectares (200 acres), more or less.

OPA 186 132. *Original Lot, shall mean a township lot shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey.

OPA 186 133. *Partial Service, shall mean connections linking a building to:

a) A communal sewage or water service or a full municipal sewage or water service; and,

b) An individual on-site sewage or water system.

134. Plan, shall mean the Official Plan for the Town of Caledon.

135. *Planning Act*, shall mean the *Planning Act*, *R.S.O. 1990, c.P.13*, as amended.

OPA226 136. Planning Period, shall mean for the purposes of this Plan, the twenty (20) year period from 2011 to 2031.

137. Population Allocation, shall mean the population allocated to the settlement category, settlement, or land area based on the Population Forecast for the Town as a whole.

OPA226 138. Population Forecast, shall mean the Town-wide population levels projected to be achieved by 2021 and 2031 and which form the basis for population-related planning.

OPA 186

139. *Portable Asphalt Plant, shall mean a temporary facility, to be dismantled at the completion of a construction project, where:

a) Equipment is used to heat and dry mineral aggregate and to mix it with bituminous asphalt to product asphalt paving material; and,

b) Bulk materials used in the process described in clause (a) are kept.

140. Potential Environmentally Significant Areas, shall mean areas that exhibit characteristics which have the potential to meet the criteria for ESA designation, as established by the relevant Conservation Authority, and which require further evaluation.

141. Preservation, shall mean the management of land and water in a manner that keeps natural forms, processes and features intact and undisturbed. The only change that occurs will occur through natural successional processes.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

OPA 237

139a Prime Agricultural Area, shall mean areas where Prime Agricultural Lands predominate. This includes areas of Prime Agricultural Lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime Agricultural Areas may be identified by the Ontario Ministry of Agriculture, Food and Rural Affairs using guidelines developed by the Province as amended from time to time. A Prime Agricultural Area may also be identified through an alternative agricultural land evaluation system approved by the Province.

OPA 237

139b Prime Agricultural Land, shall mean Canada Land Inventory Classes 1, 2, and 3 soils, as amended from time to time, in this order of priority for protection.

142. Progressive Rehabilitation, shall mean rehabilitation done sequentially, within a reasonable time, in accordance with the *Aggregate Resources Act*, the regulations, the site plans and the conditions of the licence or permit during the period that aggregate is being excavated and in accordance with the provisions of the Niagara Escarpment Plan, where applicable.

143. Province, shall mean the Province of Ontario.

144. Quality and Quantity, with respect to water and water resources, shall mean the measurement of indicators such as: minimum base flow, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants, and hydrologic regime in

accordance with policies and guidelines as established by the Province, and other relevant agencies.

OPA 186

145. *Rapid Infiltration Basin, shall mean a basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface run-off collected from impervious surfaces.

OPA 186

146. *Rapid Infiltration Column, shall mean a column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface run-off collected from impervious surfaces.

OPA 186

147. *Rare Species, shall mean a native species that is not currently at risk of becoming threatened but, because of its limited distribution, small population or specialized habitat needs, could be put at risk of becoming threatened through all or part of its Ontario range by changes in land use or increases in certain types of human activity.

148. Redevelopment shall mean the development of a property which is preceded by the proposed demolition of buildings or structures on the property.

149. Region, Regional, shall mean The Regional Municipality of Peel, or the Region of Peel.

OPA 237

147a Renewable Energy Source, shall mean an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

OPA 237

147b Renewable Energy System, shall mean a system that generates electricity, heat and/or cooling from a renewable energy source.

OPA179

OPA 237

150. Residence Surplus to a Farming Operation, shall mean one of two or more existing and habitable farm residences built prior to 1978 and surplus to the farm, or an existing and habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

151. Residential Development, shall mean the creation of new residential units on vacant land where development has not previously taken place.

152. Residential Intensification, shall mean the creation of new residential units through accommodation in existing buildings or on previously developed, serviced land and includes infill, but

excludes Additional Residential Unit and Detached Additional Residential Unit(s).

153. Restoration, shall mean the management of land and water to produce a state or condition more closely reflecting natural form, processes and attributes; rehabilitation to a former natural state or condition.

OPA 186

154. *Retirement Home, shall mean a building in which:

a) Accommodation is provided, mainly for retired persons

b) Common kitchen and dining facilities are provided for the residents; and,

c) Common lounges, recreation rooms and health care facilities may also be provided for the residents.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

155. Riparian Habitat Zone, shall mean habitat occurring next to lakes and streams that favour plants adapted to high or fluctuating water tables and/or seasonal flooding.

OPA 237

153a Rural Areas, shall mean a system of lands within the Town of Caledon that may include rural settlement areas, Rural Lands, Prime Agricultural Areas, General Agricultural Areas, natural heritage features and areas, and resource areas.

OPA 237

153b Rural Lands, shall mean lands which are located outside settlement areas and which are outside Prime Agricultural Areas and General Agricultural Areas.

OPA 186

156. *Rural Lot, shall mean a lot that is at least 97.5 percent of the land that is left in an original lot or an original half lot after the deduction of any that is:

a) Conveyed at any time for transportation, utilities and infrastructure as described in Section 41, whether before, on or after November 16, 2001; or,

b) Validly conveyed before June 27, 1970.

OPA 186

157. *Sand Barrens, shall mean land (not including land that is being used for agricultural purposes and no longer exhibits sand barrens characteristics) that:

a) Has sparse or patchy vegetation that is dominated by plants that are:

i) adapted to severe drought and low nutrient levels; and,

ii) maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire.

b) Has less than 25 percent tree cover;

c) Has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and,

d) Has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.

OPA 186 158. *Saturated Zone, shall mean the zone below the water table where the spaces between soil grains are filled with water.

OPA 186 159. *Savannah, shall mean land (not including land that is being used for agricultural purposes and no longer exhibits savannah characteristics) that:

a) Has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;

b) Has from 25 percent to 60 percent tree cover;

c) Has mineral soils; and,

d) Has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.

160. Scenic Natural Landscapes, shall mean natural features and areas, and assemblages thereof, which are perceived by humans as having an intrinsic scenic value both to individuals and to society as a whole. Many of the valued scenic natural landscapes within the Town are based on geologic and topographic features such as the slopes and face of the Niagara Escarpment, the knob and basin physiography of the Oak Ridges Moraine and well-defined river and stream valleys.

OPA 237 161. (Definition number not in use)

OPA 186 162. *Self-Sustaining Vegetation, shall mean vegetation dominated by plants that can grow and persist without direct human management, protection, or tending.

OPA226 163. Significant, shall mean:

a) In regard to cultural heritage, important in terms of amount, content, representation, effect or value; and

b) In regard to habitat of Threatened and Endangered Species, the habitat, as approved by the Ministry of Natural Resources and Forestry, that is necessary for the maintenance, survival, and/or recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle.

OPA 186

164. *Single-Dwelling, shall mean a building containing only one dwelling unit.

OPA 186

165. *Stormwater Management Pond, shall mean a detention basin that temporarily stores or treats collected stormwater run-off and releases it at a controlled rate.

OPA 186

166. *Sub-watershed, shall mean an area that is drained by a tributary or some defined portion of a stream.

OPA 226

167. Supportive Natural Systems, shall mean all features and areas identified as Supportive Natural Systems on Table 3.1 of this Plan.

OPA 186

168. *Surface Catchment Area, shall mean the area including and surrounding a kettle lake or wetland, from which surface run-off drains directly into the kettle lake or wetland.

OPA 226

169. Sustainability, shall mean meeting the needs of the present without compromising the ability of future generations to meet their own needs.

OPA 226

170. Sustainability Checklist, shall mean a tool, using measurable criteria/targets relating to the three pillars of sustainability – economic, environmental and social/cultural, developed by the Town of Caledon to evaluate the degree to which development and redevelopment proposals contribute to achieving the sustainability objectives and policies of this Plan.

OPA 226

171. Sustainability Design Brief, shall mean a report, to be submitted as part of a complete development application, which illustrates how a development or redevelopment application addresses the sustainability objectives and policies of this Plan.

172. Sustainable, shall mean the use of land or a resource without the loss or reduction of ecosystem integrity.

Note: this definition applies only to the policies and provisions of this Plan regarding the natural environment.

173. Sympathetic shall mean being respectful of and compatible with the scale, type and form of existing built heritage resources and the contextual landscape.

OPA 186

174. *Tallgrass Prairie, shall mean land (not including land that is being used for agricultural purposes and no longer exhibits tallgrass prairie characteristics) that:

a) Has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;

b) Has less than 25 percent tree cover;

c) Has mineral soils; and,

d) Has been further identified, by the Ministry of Natural Resources and Forestryor by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.

OPA 226

175. Threatened Species, shall mean a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources and Forestry official species at risk list, as updated and amended from time to time.

OPA 186

176. *Time to Travel, shall mean the time that is needed for groundwater to travel a specified horizontal distance in the saturated zone.

OPA 226

177. Transportation Demand/System Management, shall mean actions or programs designed to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and services such as ride sharing, encouragement to walk, cycle or use transit and encouragement to travel outside peak travel periods.

OPA 226

178. Universal Design, shall mean housing that incorporates, at the design and construction stage, the ability to make future changes easily and with minimum expense, to meet the evolving needs of its occupants.

OPA 186

179. *Unserviced Park, shall mean a park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking lots or permanent water or sewer facilities.

180. Valley and Stream Corridor, shall mean continuous water-based ecosystems which are centred on watercourses, their associated floodplains, valley systems, vegetative communities and functionally-related tableland features. For technical definitions reference should be made to the following Conservation Authority documents: Watercourse and Valleyland Protection Policies (CVC), and Valley and Stream Corridor Management Program (TRCA).

OPA179

OPA 237

181. Value-Added Agricultural Products, shall mean any activity or process such as, but not limited to bagging, packing, packaging, sorting, bundling, pre-cutting, mixing, preserving, baking, cooking, washing, drying etc. that allows farmers to retain ownership and that

alters the original farm product or commodity for the purposes of gaining a marketing advantage.

OPA 186

182. *Watershed, shall mean an area that is drained by a river and its tributaries.

OPA 186

183. *Wayside Pit, shall mean a temporary pit opened or used by or for a public body solely for the purpose of a particular project of road construction and not located on the road right-of-way.

OPA 186

184. *Wellhead Protection Area, within the Oak Ridges Moraine Conservation Plan Area, shall mean those areas identified by the Region of Peel in accordance with Section 42 of the Oak Ridges Moraine Conservation Plan.

185. Wetland, shall mean lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

186. a) Wetland Area, shall mean a single contiguous wetland which may be composed of one or more wetland types.

b) Wetlands (Other), shall mean all wetlands in the Town of Caledon not identified and defined as Wetland Core Areas.

187. Wetland Complexes, shall mean two or more individual wetland areas along with their adjacent lands, that are related in a functional manner, and are grouped within a common wetland boundary. The whole complex is evaluated and classified, not its individual wetland area components.

OPA 226

188. Wetland Core Area, shall mean all Wetland Core Areas as identified and defined in the Town of Caledon Environmental Background Study (EBS), May 1993 (and revised EBS Map 10, dated May 1994), other wetlands identified for protection as Natural Core Areas through approved studies and significant wetlands identified in accordance with the Ontario Wetland Evaluation System (OWES) and approved by the Ministry of Natural Resources and Forestry.

OPA 226

189. Wildlife Habitat, shall mean areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

OPA 226

190. Wildlife Habitat (Other), shall mean all other wildlife habitat within the Town of Caledon that does not meet the definition of Wildlife Habitat (Significant).

OPA 226

191. Wildlife Habitat (Significant), shall mean:

a) Within the Oak Ridges Moraine Conservation Plan Area, areas defined and identified as Significant Wildlife Habitat in accordance with Oak Ridges Moraine Conservation Plan Technical Paper 2 – Significant Wildlife Habitat, published by the Province of Ontario in 2007, or any successor thereto;

b) Within the Natural Heritage System of the Greenbelt Plan Protected Countryside, areas defined and identified as Significant Wildlife Habitat in accordance with criteria approved by the Province for the Greenbelt Plan Protected Countryside, or, in the absence of Provincially approved criteria, in accordance with clause c); or,

c) Outside of the Oak Ridges Moraine Conservation Plan Area and the Natural Heritage System of the Greenbelt Plan Protected Countryside, areas identified in accordance with established Provincial technical methodologies, or other acceptable methodologies to the satisfaction of the Town of Caledon.

OPA226

192. Woodland Core Area, shall mean:

a) Within the Oak Ridges Moraine Conservation Plan Area, areas defined and identified as Significant Woodlands in accordance with Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands, published by the Province of Ontario in 2007, or any successor thereto;

b) Within and west of the Niagara Escarpment Plan Area, areas meeting one or more of the criteria for Core Woodlands in Table 1 of the Region of Peel Official Plan ; or,

c) South and East of the Niagara Escarpment and Oak Ridges Moraine Conservation Plan Areas, areas meeting one or more of the criteria for Core and Natural Areas and Corridors Woodlands in Table 1 of the Region of Peel Official Plan .

OPA 226

193. Woodlands, shall mean ecosystems comprised of treed areas and the immediate biotic and abiotic environmental conditions on which they depend. Woodlands provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include woodlots, cultural

woodlands, cultural savannahs, plantations and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 hectares that has:

a) A tree crown cover of over 60% of the ground, determinable from aerial photography, or

b) A tree crown cover of over 25% of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:

   i) 1,000 trees of any size per hectare, or

   ii) 750 trees measuring over five centimetres in diameter at breast height (1.37m), per hectare, or

   iii) 500 trees measuring over 12 centimetres in diameter at breast height (1.37m), per hectare, or

   iv) 250 trees measuring over 20 centimetres in diameter at breast height (1.37m), per hectare (densities based on the *Forestry Act of Ontario, 1998*)

   and, which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. Woodlands experiencing changes such as harvesting, blowdown or other tree mortality are still considered woodlands. Such changes are considered temporary whereby the forest still retains its long-term ecological value.

Woodlands do not include plantations that are:

a) Managed for production of fruits, nuts, Christmas trees or nursery stock;

b) Managed for tree products with an average rotation of less than twenty (20) years (e.g. hybrid willow or poplar); or,

c) Established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the Region or area municipality, without a woodland restoration objective.

Additional exclusions may be considered for treed communities which are dominated by invasive non-native tree species such as buckthorn (*Rhamnus* species) and Norway maple (*Acer plantanoides*), or others deemed to be highly invasive, that threaten the ecological functions or biodiversity of native communities.

Such exceptions should be supported by site-specific studies that consider 1) the degree of threat posed; 2) any potential positive and/or negative impact on the ecological functions or biodiversity of nearby or adjacent native communities; and 3) the projected natural succession of the community. Communities where native tree species comprise approximately 10 percent or less of the tree crown cover and approximately 100 or fewer stems of native tree species of any size per hectare would be candidates for exclusion.

OPA226

194. Woodlands (Other), shall mean all other woodlands within the Town of Caledon that do not meet the definition of Woodland Core Area.

195. Zoning By-law, shall mean a Zoning By-law passed pursuant to the *Planning Act, R.S.O. 1990, c.P.13*, or a predecessor thereof.

OPA 186

196. *Zone of Contribution, when used in reference to a period of time, shall mean the area within which the water pumped from a well originates during that time.

7.0 SECONDARY PLANS AND OTHER DETAILED AREA POLICIES

Specific secondary plans and secondary policies for certain geographically contained neighbourhoods or communities are located in Chapter 7. These policies should be read in conjunction with earlier Chapters of the Plan. The policies in Chapter 7 specifically deal with:

a) the Palgrave Estate Residential Community

b) the Bolton South Hill Secondary Plan

c) the Bolton Core Area Secondary Plan

d) the West Bolton Secondary Plan

e) the North East Bolton Secondary Plan

f) the Inglewood Village Plan - DELETED

g) the Caledon East Secondary Plan

h) the Tullamore Industrial/Commercial Secondary Plan

i) the South Simpson Industrial Secondary Plan

j) the Oak Ridges Moraine Conservation Plan

k) the Snell's Hollow Secondary Plan

l) the Mayfield West Secondary Plan

m) the Greenbelt Plan

OPA 226

OPA 222 n) the Mayfield West Phase 2 Secondary Plan

OPA 243 o) Coleraine West Employment Area Secondary Plan

OPA 280 p) the Caledon Station Secondary Plan

OPA 283 q) the Mayfield West Stage 1 Phase 3 Secondary Plan

As additional secondary plans are adopted, they may be either contained in this Chapter, as appropriate, or be the subject of a separate document which is adopted under the Secondary Plan policies contained in Chapter 6.

7.1 PALGRAVE ESTATE RESIDENTIAL COMMUNITY

As described in Section 5.3 a Palgrave Estate Residential Community has been established as outlined on Schedules A and G. The policies of Section 7.1 provide for the orderly development of an estate residential community within a comprehensive environmental planning framework.

All plans of subdivision that have been formally received for circulation by the Region of Peel and have progressed on the required environmental studies to the satisfaction of the Town prior to Councils date of adoption of Section 7.1 of the Official Plan will be processed in accordance with policies contained in Official Plan Amendment #5, adopted by Council May 1980.

In the case of conflict between the detailed policies contained in Section 7.1 of this Plan and the policies contained in Sections 3.2 and 5.7, the policies of Section 7.1 shall prevail.

OPA 186 The Palgrave Estate Residential Community is wholly located within the ORMCPA. In addition to conforming to the provisions of Section 7.1, all development must conform to the applicable provisions of Section 7.10. In the case of conflict between the provisions of Section 7.1 and Section 7.10, the more restrictive policies shall prevail.

7.1.1 Definitions

a) For the purposes of Section 7.1 "minimum net lot area" is the smallest lot size permitted, excluding all land in the subdivision not forming part of the lot and any part of a pond.

b) For the purposes of Section 7.1 "structure envelope" means the total horizontal area on a lot in which anything can be constructed or erected on or in the ground, excluding fences. This definition includes but is not restricted to the area in which a house, driveway, sewage disposal system or accessory structures such as a garage, garden or implement shed, swimming pool or tennis court may be located.

c) For the purposes of Section 7.1 "regional floodline" means the line delineating the area subject to flooding under a regional storm event as defined by the appropriate Conservation Authority.

d) For the purposes of Section 7.1 "deep overburden" means a depth of overburden 30 metres or greater between the surface and bedrock.

e) For the purposes of Section 7.1 "pond" means a small body of standing water which contains water all year and water depth normally exceeds 1.5 metres. This shall be interpreted to include kettle lakes.

f) For the purposes of Section 7.1 "half township lot" means the east or west half of a lot in a concession. A half township lot is therefore usually 40 hectares (100 acres), but the exact area may vary from the norm in individual cases. The actual area of the half township lot in question will be used in making calculations in Section 7.1.

g) For the purposes of Section 7.1 "Palgrave Estate Residential Community" means the entire Palgrave Estate Residential Community shown on Schedule A.

h) For the purposes of Section 7.1 "swamp" means a wooded wetland where standing to gently flowing water occurs seasonally or persists for long periods on the surface. The substratum is usually continually water-logged. The vegetation cover may consist of coniferous or deciduous trees, tall shrubs, herbs, and mosses. This shall be interpreted to include carr.

i) For the purposes of Section 7.1 "marsh" means grassy wet area, periodically inundated up to a depth of 2 metres or less with standing or slowly moving water. Surface water level may fluctuate seasonally but water remains within the rooting zone of plants during at least part of the growing season. A marsh may be bordered by peripheral bands of trees and shrubs, but the predominant vegetation consists of a variety of emergent non-woody plants such as rushes, reeds, reed grasses and sedges. Where open water areas occur, a variety of submerged and floating plants flourish.

j) For the purposes of Section 7.1 "intermittent pond" means an intermittent wet area with a high seasonal water table (0-0.5 metres below ground level) and periodically covered by shallow water (i.e., spring flooding).

k) For the purposes of Section 7.1 "dry swales" include dry lowlands, kettle depressions and landscape features which form important local water run-off collection pathways and recharge zones to the groundwater table.

l) For the purposes of Section 7.1 "bogs" are peat-covered areas or peat-filled depressions with a high water table and a surface carpet of mosses, chiefly Sphagnum.

m) For the purposes of Section 7.1 "fens" are peatlands characterized by surface layers of poorly to moderately decomposed peat, often with well-decomposed peat near the base. They are covered by a dominant component of sedges, although grasses and reeds may be associated in local pools. Sphagnum is usually subordinate or absent, with the other more exacting mosses being common. Often there is much low to medium height shrub cover and sometimes a sparse layer of trees. The waters and peats are less acid than in bogs of the same areas, and sometimes show somewhat alkaline reactions. Fens usually develop in restricted drainage situations where oxygen saturation is relatively low and mineral supply is restricted. Usually very slow internal drainage occurs through seepage down very low gradient slopes, although sheet surface flow may occur during spring melt or periods of heavy precipitation.

7.1.2 Planning Principles

7.1.2.1 Estate residential development should be encouraged in appropriate parts of the Palgrave Estate Residential Community.

7.1.2.2 The rural character of the landscape and the community shall be maintained as new development occurs.

7.1.2.3 Woodlots and wetlands and other ecologically significant areas, including valley and stream corridors, shall be protected from development.

7.1.2.4 Farming should be encouraged as an interim land use in areas designated for eventual estate residential development.

7.1.2.5 Conflicts between farming and estate residential development should be minimized as much as possible.

7.1.2.6 Existing severances along with their existing residential and agricultural uses should be retained as an alternative type of estate lot.

7.1.2.7 Estate residential development should display a high level of environmental quality and amenity.

7.1.2.8 The visual impact of estate residential development should be minimized by measures such as vegetative buffers. Buildings should be of an architectural style harmonious with the natural landscape. Homes should be located on the middle to lower slopes, unless the slopes form part of Policy Area 4 or EZ 1 and EZ 2, as described in Sections 7.1.5 and 7.1.9 respectively. Architectural height restrictions may be required in areas of high potential visual impact.

7.1.2.9 Applicants for plans of subdivision should be required to devote considerable pre-submission effort to environmental site research and design.

7.1.2.10 Innovative environmental planning should be encouraged to preserve and enhance the environmental characteristics of the Palgrave Estate Residential Community.

7.1.2.11 The environmental impacts of construction and development should be minimized.

7.1.2.12 ORMCP Key Natural Heritage Features and Hydrologically Sensitive Features, and their Minimum Vegetation Protection Zones shall be protected from development and rehabilitated as necessary in an environmentally acceptable manner.

OPA 186

7.1.2.13 Mount Wolfe, lowland landforms and ORMCP Natural Core and Natural Linkage Areas shall not be developed.

OPA 186

7.1.2.14 Conflicts between extractive industrial and estate residential land uses should be minimized. If, in the opinion of the Town of Caledon, the Ministry of the Environment and Climate Change or the Ministry of Natural Resources and Forestry, an application for extractive industrial or estate residential use could lead to significant conflict, appropriate studies must be conducted, as required, to detail potential land use conflicts such as noise, dust, groundwater

impact, and fuel spills, and to recommend mitigative measures such as minimum separation distances.

7.1.2.15 In accordance with the heritage conservation policies of the Ministry of Tourism, Culture and Sport and the Town, natural and cultural heritage conservation must be addressed.

7.1.2.16 Energy conservation practices at the building and site design levels should be encouraged.

7.1.2.17 Estate residential development should be monitored by the Town to determine the effects on Town and community services.

7.1.2.18 The market should determine the phasing of estate residential development in terms of location, but the rate of development should be governed by the capability of the Town and Region to supply services and absorb development and by the prevailing population policies in the Plan.

7.1.2.19 The Town will give consideration to appropriate buffering between estate residential development, and abutting rural lands in adjacent municipalities.

7.1.3 General Development Policies

7.1.3.1 Estate residential development will take place by registered plan of subdivision or condominium only.

7.1.3.2 Estate residential plans of subdivision must conform to the Town's Official Plan and the implementing Zoning By-law and the ORMCP.

OPA 186

7.1.3.3 Applications for plans of condominium in the Palgrave Estate Residential Community will be assessed on an individual basis subject to satisfactory financial and engineering agreements between the developer, the Town of Caledon and the Region of Peel.

7.1.3.4 The uses permitted on lands designated Policy Areas 1, 2 and 3 on Schedule G, exclusive of lands designated EZ 1 on Schedule I, of the Palgrave Estate Residential Community, will be agriculture and associated residential uses, rural estate residential uses, conservation, open space, non-intensive recreation, intensive recreation, including golf courses, residential uses on existing lots of record and new lots created by consent, legally existing uses, home occupations, small scale institutional uses, and presently licencing extractive industrial uses.

OPA 186

The uses permitted within Policy Area 4 of the Palgrave Estate Residential Community shall include all of the uses permitted within Policy Areas 1, 2 and 3, except for rural estate residential uses, intensive recreation and small scale institutional uses, which shall not be permitted

The above-noted uses shall only be permitted if they meet all applicable provisions of this Plan.

Notwithstanding any other provisions of this Plan, within lands designated EZ 1 on Schedule I permitted uses shall only include those uses permitted in EPA, in accordance with Section 5.7.3.1.2.

7.1.3.5 Over the longer term, the Town may initiate a review of broader community design and development issues within the Palgrave Estate Residential Community. This review could explore, in a comprehensive manner, alternative approaches and forms to community design, standards and development in the area, including a consideration of compatible alternative or mixed-uses. This review should be undertaken through a multi-stakeholder, community-based process, with a high degree of resident involvement. If appropriate, the process may be integrated or co-ordinated with a number of other longer term initiatives contained in Section 7.1.

7.1.3.6 *Additional Residential Units* as per Section 3.5.3.10 of this Plan shall be permitted within the Palgrave Estate Residential Community. Garden Suites as per Section 6.2.13.3 of this Plan shall be permitted in the Palgrave Estate Residential Community. Within Policy Area 4, *Additional Residential Units* shall also be subject to the detailed provisions of Section 7.10, and in particular, Section 7.10.3.10.

OPA 186

7.1.4 **Population**

7.1.4.1 The Town will monitor population increases in the Palgrave Estate Residential Community having regard to Sections 2 and 4 of the Plan.

7.1.5 **Development Pattern**

7.1.5.1 Schedule G, Palgrave Estate Residential Community Development Pattern, establishes the following land use areas in the Palgrave Estate Residential Community: Policy Area 1, Policy Area 2, Policy Area 3 and Policy Area 4. It also recognizes existing and committed estate residential plans of subdivision and an existing licencing extractive industrial area.

7.1.5.2 Policy Area 1 is the prime area for future estate residential development.

7.1.5.3 Policy Areas 2 and 3 are suitable for estate residential development at lower densities and higher minimum net lot sizes than Policy Area 1.

OPA 186

7.1.5.4 Policy Area 4 is unsuitable for estate residential development and no density will be allocated to it. Notwithstanding the development pattern depicted on Schedule G, applications that were commenced but not decided upon as of November 17, 2001, in accordance with Section 15 of the *Oak Ridges Moraine Conservation Act, 2001*, shall be considered for approval subject to the provisions prescribed in Section 48 of the Oak Ridges Moraine Conservation Plan, and the policies of Section 7.1 that would have been applicable on November 16, 2001. In the case of conflict between the provisions of the ORMCP and Section 7.1, the more restrictive policies shall apply.

7.1.5.5 Policy Areas 1, 2 and 3 correspond to the ORMCP Countryside Area designation on Schedule P, and Policy Area 4 corresponds to the ORMCP Natural Core Area and Natural Linkage Area designations on Schedule P. Within the ORMCPA, the boundaries of the Policy Areas 1, 2, 3 and 4, as delineated on Schedule G, have been further defined in accordance with the applicable provisions of the ORMCP. No further amendments to the Policy

Areas 1, 2, 3 and 4 on Schedule G will be considered until the time of the ten (10) year review of the ORMCP.

7.1.6 **Density**

7.1.6.1 Densities will be calculated on an individual plan of subdivision basis in accordance with Section 7.1.6. Densities are not transferable from plan of subdivision to plan of subdivision. For purposes of determining maximum number of lots, calculations shall be rounded to the lower whole number after consideration of density bonuses.

7.1.6.2 The maximum permitted density in Policy Area 1 will be 36 units per 40.5 hectares (100 acres), plus any density bonuses awarded under Sections 7.1.9.12 and 7.1.11.3.

7.1.6.3 The maximum permitted density in Policy Area 2 will be 31 units per 40.5 hectares (100 acres), plus any density bonuses awarded under Sections 7.1.9.12 and 7.1.11.3.

7.1.6.4 The maximum permitted density in Policy Area 3 will be 26 units per 40.5 hectares (100 acres), plus any density bonuses awarded under Sections 7.1.9.12 and 7.1.11.3.

7.1.6.5 Lands in Policy Area 4 will not be counted in the calculation of maximum number of units permitted.

7.1.6.6 For purposes of calculating the maximum permitted density for a registered plan of subdivision, the maximum, number of units will be based on the lesser of the calculation of the number of allowable units for the applicants holding only, or for the actual half township lot area less the existing number of residential units or equivalent within the respective half township lot.

7.1.6.7 Where EZ 1 on an applicant's property are determined to comprise substantially more than 40% of an individual half township lot, the half township lot may be combined with an adjacent contiguous half township lot for purposes of density calculations provided the adjacent half township lot forms part of the applicant's holding on the same plan of subdivision.

7.1.6.8 Where the half township lot contains existing land uses with higher sewage flows than equivalent estate residential uses a density reduction may be required on the balance of the half township lot.

7.1.6.9 If an applicant's holding is in more than one Policy Area, then the maximum number of permitted units for the area of the holding in each Policy Area will be determined by carrying out the calculation described in Sections 7.1.6.6 or 7.1.6.7, whichever is applicable, as if the entire area of the developer's holding were in each respective Policy Area and then multiplying by the fraction of the total area of the holding in each respective Policy Area. The total is the number of units permitted. These units must be distributed on the basis of the portion of land in each Policy Area.

7.1.6.10 If an individual lot is located in more than one of Policy Areas 1, 2 and 3 after the subdivision has been designed, then the lot may be counted towards the

allocation of units to Policy Area 1, Policy Area 2 or Policy Area 3, whichever is most beneficial to natural environmental features.

7.1.6.11 The maximum number of units calculated according to these density policies will only be permitted if the plan of subdivision complies with all other policies of this plan. The number of lots in any proposed plan of subdivision will be reduced if necessary to comply with other policies of this plan.

7.1.7 **Lot Area**

7.1.7.1 The minimum net lot area for residential uses in Policy Area 1 will be 0.45 of a hectare (1.1 acres).

7.1.7.2 OPA 186 The minimum net lot area for residential uses in Policy Area 2 and Policy Area 3 will normally be 0.6 of a hectare (1.5 acres). Where EZ 1 is determined to comprise a substantial portion of an applicant's property, a reduction in net lot area, to a minimum of 0.45 of a hectare (1.1 acre) may be considered, subject to the application meeting all other applicable policy.

7.1.7.3 OPA 186 Lands within Policy Area 4 shall not be included in new lots except where such a lot contains an existing dwelling that is being included in the plan of subdivision or plan of condominium or where lots are created in accordance with the applicable provisions of Section 7.10.6.1, and shall be retained as contiguous open space blocks, either in public or private ownership. Where such open space blocks are established, the lands shall be subject to appropriate agreements/restrictions that ensure they are protected from development in perpetuity.

7.1.7.4 OPA 186 EZ 1 and ponds may be included within a lot but no part of these features may be included in the calculation of net lot area.

7.1.7.5 Land inside a regional floodline will not normally be included as part of a lot and will not be counted in the calculation of net lot area.

7.1.7.6 OPA 186 The minimum net lot area for residential uses will be 0.6 of a hectare (1.5 acres) where part of the lot is in Policy Area 1 and part in Policy Area 2 or 3 except, where a smaller net lot area is being considered in accordance with Section 7.1.7.2.

7.1.7.7 Estate residential plans of subdivision will not be permitted on holdings of less than 10 hectares (24.7 acres) except where development of a smaller parcel would complete development of a half township lot or immediately contiguous developable area.

7.1.7.8 Subdivisions with average net lot areas substantially larger than the minimum permitted in the applicable Policy Area will be encouraged.

7.1.7.9 A variety of lot sizes in a plan of subdivision will be encouraged.

7.1.7.10 Lot areas and dimensions must reflect the topographic and environmental characteristics of the site in accordance with Section 7.1.9. Lot areas larger than the minimum applicable in a Policy Area will be required in specific

instances where the topographic and environmental characteristics of the site warrant a larger area.

7.1.8 **Servicing**

7.1.8.1 Every lot in an estate residential plan of subdivision must be serviced with a private sewage disposal system for the treatment of domestic wastes. Each system must conform to the standards of and be approved by the Ministry of the Environment and Climate Change or its designated agents.

7.1.8.2 Notwithstanding Section 7.1.8.1, a development utilizing a Communal Sewage Treatment System may be considered in accordance with the provisions of Section 7.1.20.

7.1.8.3 An applicant for an estate residential plan of subdivision will be required to undertake any studies deemed necessary to assess the probability of contamination of wells on nearby properties by septic system leachate or other source of contamination likely to be caused by the proposed development. Based on the results of such studies the applicant may be required to carry out any redesign or remedial works necessary to minimize the probability of contamination. Such studies should take into consideration applicable provincial guidelines, such as the Guideline on Planning for Sewage and Water Servicing, and related Technical Appendices.

7.1.8.4 Municipal water service will be provided to the Palgrave Estate Residential Community by orderly expansion of the existing Palgrave water supply system.

7.1.8.5 Water services will be made available by the applicant to the lot boundaries of existing adjacent and nearby rural residences as development proceeds.

7.1.8.6 Should an applicant in the Regional Water Service Area wish to proceed in advance of necessary works having been constructed by the Region of Peel, the works maybe constructed by the applicant and at the applicant's expense. Such works must be approved by the Region of Peel and constructed to the standards and requirements of the Region of Peel.

7.1.8.7 Communal wells will normally be required to tap a deep overburden aquifer in order to reduce the possibility of contamination of the water supply. Sensitivity zones may be required around each communal well.

7.1.8.8 In general, water mains will be established along the Concession Roads (north-south) with connecting east-west laterals developed through future plans of subdivision. Except for short cul-de-sacs, water mains shall be looped in plans of subdivision.

7.1.8.9 Estate residential plans of subdivision will be required to minimize the amount of stormwater draining from the site and adhere to the zero increase in stormwater run-off principle in a manner acceptable to the Town of Caledon and to the Conservation Authority (e.g.: post-development flows will be less than pre-development flows).

7.1.8.10 Wherever possible the one hundred (100) year design stormwater run-off will be detained and recharged to the groundwater aquifers or slowly released from the site in an environmentally acceptable manner.

7.1.8.11 Solid waste disposal will be carried out by the Region of Peel.

7.1.8.12 The Town encourages the Region of Peel to prepare a Master Servicing Strategy for the Palgrave Estate Residential Community which should include, but not necessarily be limited to, a consideration of sewage treatment strategies and the hydrogeological impacts of expanding the Palgrave communal water supply system.

7.1.8.13 Policies regarding municipal road and utility standards are contained in Section 7.1.14.3.

7.1.8.14 Servicing of estate residential developments shall also conform to the applicable provisions of Section 7.10, and in particular, Sections 7.10.6.6 and 7.10.6.7.

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7.1.9 Environmental Policies

7.1.9.1 Schedule I, Palgrave Estate Residential Community Environmental Zones, establishes the following Environmental Zones based on existing natural features of the area and based on the applicable policies of the Oak Ridges Moraine Conservation Plan:

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a) Environmental Zone 1 (EZ 1): EZ 1 includes more sensitive biological communities; valley and stream corridors and their associated floodplains; native upland and lowland woodlands; natural waterbodies; Provincially and locally significant wetlands; and, Environmentally Significant/Sensitive Areas (Note: these areas were formally identified as EZ 1, 2 and 3 on Schedule I prior to the adoption of Official Plan Amendment 186). EZ 1 also includes all ORMCP Key Natural Heritage Features and Hydrologically Sensitive Features, and their related Minimum Vegetation Protection Zones.

Explanatory Note:

Where EZ 1 has an overlay hatch, this indicates ORMCP Key Natural Heritage Features and Hydrologically Sensitive Features (using mapping provided by the Province), and their related Minimum Vegetation Protection Zones that extend beyond areas that were formally identified as EZ 1, 2 and 3 on Schedule I prior to the adoption of Official Plan Amendment 186. These hatched areas are subject to Subsection 7.1.9.6.b) below, in addition to all other applicable policies of this Plan.

b) Environmental Zone 2 (EZ 2): EZ 2 includes areas of high groundwater table (where the water table is usually within 1.5 metres or less of the ground surface); areas of seasonal flooding (not

including regulated floodplains); dry swale lowlands and natural depressions which perform natural run-off, detention and groundwater recharge functions; and, smaller hedgerows and strips of native vegetation.

c) EZ 1 and EZ 2 shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this Plan.

d) If an area contains both EZ 1 and EZ 2 features, it shall be treated as EZ 1 and subject to all provisions applicable to EZ 1.

7.1.9.2 The general locations of EZ 1 and EZ 2 are shown on Schedule I, however the individual EZ 1 and EZ 2 features are not shown separately on the Schedule. The specific type(s) of individual EZ 1 and EZ 2 features and refinements to their boundaries shall be determined through detailed studies, such as a Natural Heritage Evaluation and/or Hydrological Evaluation, or the requirements of Section 7.1.18 where applicable.

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Minor changes and refinements to EZ 1 and EZ 2 shown generally on Schedule I, based on updated information from the Province or as a result of detailed studies, such as those noted above, will not require an amendment to this Plan. However, where the feature is a wetland, an Area of Natural and Scientific Interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related Minimum Vegetation Protection Zones, proposed refinements to the boundary or the extent of the feature requires formal confirmation from the Province or delegated authority prior to any development.

7.1.9.3 A Structure Envelope must be shown for each lot on any proposed plan of subdivision. The Structure Envelope shall identify the optimal area of the lot for structures and shall provide ample space for estate residential and accessory uses including all associated necessary lot grading. The proposed house and driveway locations and soil absorption area for sewage disposal shall be shown within the structure envelope.

Structure Envelopes will generally be sized in the range of 0.3 hectare (0.74 acres) to 0.5 hectares (1.24 acres). Structure Envelopes slightly outside this range will be discouraged unless site conditions warrant a minor deviation from this range.

7.1.9.4 No part of a Structure Envelope will be permitted in EZ 1or in Policy Area 4.

7.1.9.5 No part of a Structure Envelope will be permitted in EZ 2 except for short sections of driveways which may cross short sections of EZ 2 if necessary to obtain reasonable access to a lot. Individual lot services will not be permitted to cross Policy Area 4 or EZ 1 and EZ 2 unless included within the driveway portion of a structural envelope crossing EZ 2.

7.1.9.6 Plans of subdivision shall:

a) Design the layout of roads, lots and structural envelopes to establish large, contiguous open space blocks which provide continuous connections between EZ 1, to the greatest extent practical; and,

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b) Notwithstanding any other provisions of this Plan, within the EZ 1 areas that are subject to the overlay hatch, as depicted on Schedule I, the layout of roads and lots shall be designed to minimize stream crossings and extensions into Key Natural Heritage Features.

7.1.9.7 No Structure Envelope will be permitted inside a regional floodline and land within a regional floodline will generally be acquired by or dedicated to the appropriate agency as an open space block for conservation and human safety purposes. Other lands such as significant environmental zones may require similar treatment at the request of the Town, Ministry of Natural Resources and Forestry, and Toronto and Region Conservation Authority.

7.1.9.8 No Structure Envelope will be permitted within 150 metres of an existing livestock barn or yard utilized for commercial farming purposes or as defined by the Agricultural Code of Practice.

7.1.9.9 Intensive recreational uses such as snowmobile and motorized trail bike routes will be discouraged in EZ 2.

7.1.9.10 EZ 1 and EZ 2, and reforested areas outside structure envelopes shall be zoned as natural areas in the implementing Zoning By-law, except where short sections of roads or driveways cross EZ 2 in accordance with Sections 7.1.9.5 and 7.1.9.40.

7.1.9.11 Structure Envelopes will generally be restricted to areas with slopes of 10 percent or less. However, Structure Envelopes may include areas with an 11-15 percent slope, and occasionally greater than a 15 percent slope, in order to permit the advantageous siting of a house designed for steep slopes. Houses shall be sited on middle to lower slopes where possible and designed in harmony with the natural topography so as to minimize visual impact. In all cases the Structure Envelope must include a suitable well drained area with slopes of 10 percent or less for a sewage disposal system.

7.1.9.12 In order to encourage protection and proper management of environmental zones, conservation, reforestation, wildlife habitat creation and aesthetics, a density bonus of 1 unit over and above the density allotment in Section 7.1.6 will be given for each 4 hectares (9.9 acres) in the development suitably protected, managed or reforested by the applicant up to a maximum of 40 percent of the area of the subdivision plan.

7.1.9.13 Environmental protection and management measures should focus on the Environmental Zones on the property and priority should be given to the reforestation of heights of land, steeps slopes, soil barrens, low land depressional topography and other parts of lots external to structural envelopes and grading and servicing disturbance areas as identified in the Preliminary Engineering Report required by Section 7.1.18.8. Reforestation

shall generally be planted in contiguous blocks of 2.0 hectares (5.0 acres) or greater.

7.1.9.14 All proposals for a density bonus under Section 7.1.9.12 must be supported by an Environmental Management/Reforestation Plan and Report, as described in Sections 7.1.18.2 and 7.1.18.9. Environmental Management/Reforestation Plans and Reports must be approved by the Town of Caledon and the Toronto and Region Conservation Authority.

7.1.9.15 The Environmental Management/Reforestation Plan, including related measures and programs, shall be implemented when feasible prior to or immediately following draft plan approval and prior to grading of streets and structural envelope areas. These areas shall be suitably protected from construction activity through fencing, silt control, signage, tree staking and other appropriate means as required by the Town and the Conservation Authority. All protective measures shall be implemented prior to commencement of any pre-servicing, site grading and other construction activities.

7.1.9.16 Specific lots in the draft plan of subdivision will be designated as environmental bonus lots and the Town will allow these lots to be sold or built upon only when the environmental program objectives have been shown to be achieved to the satisfaction of the Town and the Conservation Authority.

7.1.9.17 Notwithstanding the above provisions for bonus lots the Town may require the applicant to implement suitable environmental protection, management, and reforestation programs even though the plan may not qualify for bonus lots. Such programs are subject to the approval of the Town of Caledon and other relevant agencies.

7.1.9.18 Applicants may be required to enter into legal agreements with respect to the protection and management of reforested areas and Environmental Zones.

7.1.9.19 Developers will be required to notify potential homebuyers of the presence and the conservation purposes of reforestation, forest management and environmental management programs through clauses in offer of purchase and sale and other means as required by the Town.

7.1.9.20 The fire resistance of existing and new reforestation should be increased by including an appropriate percentage of deciduous trees and other measures as required by the Town.

7.1.9.21 Future residents of estate residential developments will be encouraged to permit native plant succession and undertake private reforestation programs outside EZ 1 rather than grading and creating urban landscapes beyond the designated structure envelopes.

7.1.9.22 Backyard wildlife programs and conservation efforts by individual property owners will be encouraged.

7.1.9.23 The continuity and integrity of the lowland open space system must be maintained in estate residential plans of subdivision.

7.1.9.24 Proposed plans of subdivision will be required to minimize interference with natural drainage.

7.1.9.25 Prior to final approval of any estate residential plans of subdivision, the applicant may be required to prepare an environmental analysis and recommendations for protection or rehabilitation, as the case may be, for any pond and watercourse on the property, if deemed necessary by the Town.

7.1.9.26 New ponds constructed for aesthetic purposes will not be permitted in Policy Area 4 and EZ 1 and EZ 2 and shall only be located within an approved structural envelope.

7.1.9.27 Stormwater management facilities and structures will not be located within EZ 1. The Town may require easements over stormwater management facilities and stormwater conveyance systems. Detention and recharge areas will not normally qualify as a credit towards environmental bonus lots unless these areas are to be reforested or environmentally managed in accordance with Section 7.1.9.12.

7.1.9.28 The existing natural flow patterns into and from existing ponds should not be disturbed.

7.1.9.29 A buffer of natural vegetation, a minimum of 30 metres wide over at least 90 percent of the shore frontage, will normally be required around every pond and stream and its inlet watercourses to minimize the impacts of development. If the existing buffer of natural vegetation covers less than 90 percent of the shore frontage, rehabilitative plantings will be required to the satisfaction of the Town and Conservation Authority in order to achieve this standard. Rehabilitation plantings will normally qualify as a credit towards environmental bonus lots and will be included on the Environmental Management/Reforestation Plan.

7.1.9.30 Existing ponds and watercourses shall be protected from sedimentation and will not be used as settling basins for run-off during construction.

7.1.9.31 Ponds may be zoned separately in the implementing Zoning By-law.

7.1.9.32 Sewage disposal systems will normally be located a minimum of 30 metres from any pond or stream to minimize nutrient enrichment. This setback may be subject to approval from the Ministry of Natural Resources and Forestry, the Toronto and Region Conservation Authority and the Town of Caledon.

7.1.9.33 Areas of Policy Area 4 or other areas of potential significance to the cold water fishery of Cold Creek will be upgraded to EZ 1 through appropriate environmental rehabilitation and conservation measures. Measures to achieve this policy may qualify as a credit towards environmental bonus lots and will be included in the Environmental Management/Reforestation Plan.

7.1.9.34 Estate residential development adjacent to watercourses and physiographic formations that collect or discharge groundwater will incorporate any environmental protection measures necessary to ensure the maintenance of high water quality and a sufficient quantity of water to the satisfaction of the

Town, the Ministry of Natural Resources and Forestry and the Conservation Authority.

7.1.9.35 Pursuant to Section 28 of the *Conservation Authority Act*, written permission of the appropriate Conservation Authority will be required to:

a) Construct any building or structure or permit any building or structure to be constructed in or on a pond or swamp or in any area susceptible to flooding during a regional storm;

b) Place or dump fill or permit fill to be placed or dumped in a fill regulated area whether such fill is already located in or upon such area, or brought to or on such area from some other place or places; or,

c) Straighten, change, divert or interfere with the existing channel of a river, creek, stream or watercourse.

7.1.9.36 Areas in proximity to major road and railway rights of way that could prejudice the quiet rural residential character of the subdivision will be considered unsuitable for development. In specific instances, a noise attenuation study carried out by a competent professional, and appropriate mitigatory measures may be required, in accordance with Sections 7.1.14 and 7.1.18.6.

7.1.9.37 Grading in estate residential developments will be limited to structure envelopes in accordance with Section 7.1.9.3, streets and immediately contiguous areas related to street construction, grading associated with approved noise attenuation measures and necessary stormwater management works in consultation with the Toronto and Region Conservation Authority and the Ministry of Natural Resources and Forestry and Town of Caledon.

7.1.9.38 New subdivision roads and services will not be permitted in Policy Area 4 or EZ 1, except in accordance with Section 7.1.9.6.b, or if they are part of the planned new east-west collector roads described in Section 7.1.14.1, and then only in accordance with all other applicable provisions of this Plan.

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7.1.9.39 Plans of subdivision shall be designed so as to minimize road crossings and extensions into EZ 2. Short sections of roads and associated subdivision services will be permitted to cross or extend into EZ 2 if necessary to allow economically efficient road or subdivision design, provided such road crossing is located in Policy Area 1, 2 or 3.

7.1.9.40 Roads in estate residential developments should follow the topography of the site.

7.1.9.41 The depth of cut for local streets and structure envelopes in future estate residential plans of subdivisions will normally be restricted to 1-2 metres. Gentle transitions to natural grade will be provided.

7.1.9.42 Modest reductions or modifications to road standards may be considered by the Town where it can be demonstrated to the satisfaction of the Town that such reductions or modifications would produce substantial environmental

benefits without unduly increasing maintenance costs or reducing the level of service provided by the road.

7.1.9.43 The application of road salt and other chemicals will be minimized in Policy Area 3 commensurate with the maintenance of acceptable winter driving conditions.

7.1.9.44 Gasoline storage or pumping operations will not be permitted in Policy Area 3 or wherever sand to water table conditions occur.

7.1.9.45 If existing domestic wells are abandoned as a result of estate residential plans of subdivision the applicant must seal the abandoned wells in accordance with the regulations of the Ministry of the Environment and Climate Change. Boreholes drilled for the geotechnical investigations detailed in Section 7.1.18.3 also must have piezometers removed and sealed prior to construction unless the borehole is approved by the Town for future environmental monitoring purposes.

7.1.9.46 The Special Policy Area: Waste Disposal designation on Schedule G identifies an area of known solid waste disposal and an area of influence of this site. In this Special Policy Area the construction of buildings, structures and hard surface paving will only be permitted subject to:

a) Written approval from the Ministry of the Environment and Climate Change verifying that the development satisfies the provisions of the *Environmental Protection Act*;

b) Studies being carried out by a qualified engineer satisfying the Town of Caledon and the Ministry of the Environment and Climate Change that development can take place safely; and,

c) Development occurring in accordance with the underlying land use provisions in Schedule G.

7.1.9.47 Structure Envelopes will not be permitted to include any part of the Special Policy Area: Waste Disposal Area referred to in Section 7.1.9.46 that was used for waste disposal. Furthermore, the Special Policy Area: Waste Disposal Area will be zoned separately in an implementing zoning area by-law.

7.1.9.48 Every application for development or site alteration shall identify planning, design and construction practices that ensure that no buildings or other site alterations impede the movement of plants and animals among key natural heritage features, hydrologically sensitive features and adjacent lands within ORMCP Natural Core Areas and Natural Linkage Areas.

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7.1.9.49 Every application for development or site alteration shall ensure that natural self-sustaining vegetation is maintained or restored for the long-term protection of any key natural heritage feature or hydrologically sensitive feature on the lot or lots created.

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7.1.10 **Energy**

7.1.10.1 Energy conservation will be promoted through the site plan control process. Applicants will be encouraged to design estate residential developments which incorporate energy efficient design features such as building orientation, retention of trees to act as wind buffers, and energy conservation devices.

7.1.11 **Heritage**

7.1.11.1 Properties or structures designated under the *Ontario Heritage Act* must be preserved in and integrated with any proposed estate residential developments.

7.1.11.2 The Town will encourage developers of estate residential plans of subdivisions containing historic homes or adjacent historic homes to incorporate any design and siting features necessary to integrate the historic homes with the proposed development.

7.1.11.3 If, in the opinion of the Heritage Resource Officer, the Caledon Heritage Committee, or both, an existing building is appropriate for preservation, whether designated or not under the *Ontario Heritage Act*, it will not be counted in the calculation of permitted density according to Section 7.1.6 provided that the house is renovated and restored in consultation with, and to the satisfaction of the Town.

7.1.11.4 Estate residential plans of subdivision will be circulated to the Town of Caledon Heritage Committee and the Regional Archaeologist of the Ministry of Tourism, Culture and Sport for their comment prior to approval.

7.1.11.5 Archaeological sub-surface investigations will normally be limited to areas of grading and construction and shall not usually be required in EZ 1 and undisturbed soil areas subject to reforestation and environmental management programs. If sites of high archaeological potential are identified outside grading and construction areas, limited scientific test pit exploration may be undertaken to the satisfaction of the Town of Caledon. Test pit areas shall be restored to their original condition.

7.1.11.6 Archaeological investigations will normally be completed as a condition of draft approval, prior to commencement of site works including site grading and pre-servicing. The investigations may be undertaken prior to draft approval with the permission of the Town, however, should the subdivision design change significantly after completion of the survey, additional archaeological investigations may be required by the Town of Caledon.

7.1.12 **Open Space and Recreation**

7.1.12.1 One new community park to serve the active recreational needs of the Palgrave Estate Residential Community should be located central to the southern area of the Palgrave Estate Residential Community. The park should be 5-10 hectares in size with good road access. Linkages with regional trail systems and adjacent open space systems should be developed.

Such linkages will be passive in nature and shall be developed in an environmentally sound manner through consultation with the appropriate agency. Two smaller parks will also be provided. Lands should be suitable for active recreational pursuits. The Town will endeavour to obtain the parks by means of the 5 percent conveyance authorized by Section 51.1 of the *Planning Act, R.S.O. 1990, c. P.13*, or by such other means as may be desirable.

7.1.12.2 Land in Policy Area 4 or in EZ 1 and EZ 2 or land left over after lots and roads have been designed, or any other suitable land in an estate residential plan of subdivision, may be dedicated to the Town of Caledon where deemed suitable by the Town, or included as open space under a condominium form of ownership, or dedicated to the appropriate Conservation Authority where deemed suitable by the Conservation Authority, or retained for a suitable use approved by the Town of Caledon.

Remnant parcels left over after the design of lots and roads may not be retained for future estate residential development unless they are to be integrated with a plan of subdivision on abutting land, in which case the density allotment according to Section 7.1.6 will be reduced by removing the area of the remnant parcels from the area of the applicant's holding used in the calculation of the density allotment.

7.1.12.3 The Town or the Conservation Authority may require environmental management or reforestation of land dedicated to them in accordance with the environmental management/reforestation policies in Section 7.1.9 and may enter into an agreement with respect to reforestation of such land. The existing woodlot in the Cedar Mills subdivision shall be maintained in a natural state and encroachment of any kind will not be permitted.

7.1.12.4 Open space in an estate residential plan of subdivision may be used for active recreational and public uses subject to Section 7.1.12.10.

7.1.12.5 Active recreational and public uses will not be permitted in Policy Area 4 and EZ 1and will be discouraged in EZ 2.

7.1.12.6 The development of a linked open space system intended for passive recreational use only will be encouraged by preserving the integrity of the Lowland landforms, the Mount Wolfe slopes, the Cold Creek Headwater areas and other environmentally significant areas and by other means as the Town considers appropriate.

7.1.12.7 Additional neighbourhood parks of 0.4 to 0.8 hectares may be required in estate residential plans of subdivision dependent upon availability and accessibility to other forms of open space and community facilities. Sites shall be capable of supporting intensive recreational activities.

7.1.12.8 Land dedicated for park purposes in estate residential plans of subdivision will be located so as to satisfy the long-term objectives of the Town of Caledon, the Regional Municipality of Peel and concerned Provincial agencies in the provision of major open space.

7.1.12.9 EZ 1 and Policy Area 4 in Open Space areas shall not be intensively managed or altered unless in accordance with the Environmental Management/Reforestation Plan provision of Subsection 7.1.18.2 k). Alterations to EZ 42 should be discouraged.

7.1.12.10 Major Open Space, Local Open Space, Private Open Space, Natural Open Space and any other appropriate open space classification may be included in separate zoning categories in the implementing of Zoning By-law.

7.1.12.11 The Town of Caledon will have regard to the Open Space and Recreation policies contained in the Parks Master Plan for the Town of Caledon. As subdivisions are approved, there will be an ongoing monitoring program of the needs of the community for additional open space and community facilities.

7.1.12.12 Additional land may be required in conjunction with the 5-10 hectares community park for the purpose of constructing a library facility subject to the approval of the Town of Caledon Library Board.

7.1.13 **Schools**

7.1.13.1 Public and separate schools will preferably be located on adjacent sites in conjunction with community recreation parks.

7.1.13.2 New schools will be located on a suitable site to the satisfaction of the respective School Board.

7.1.13.3 Schools should not be located on sand to water table sites and require reasonably level area for playing fields. Schools should not be located in Policy Area No. 3 or near the Mount Wolfe lower slopes and groundwater recharge areas.

7.1.13.4 Each school site will be of an area to the satisfaction of the respective school board.

7.1.14 **Transportation**

7.1.14.1 The basic road pattern shown on Schedule J - Long Range Road Network will generally serve existing and future development in the Palgrave Estate Residential Community. Further to this, three east-west collectors will be established through new subdivision road linkages. The three east-west collectors will originate at Highway 50 and extend east through the Palgrave Estate Residential Community at approximately a 1.5 kilometre north-south spacing.

7.1.14.2 Roads will be constructed to current Town of Caledon standards and utilities will be underground unless minor reductions or modifications to municipal road standards are permitted in accordance with Section 7.1.9.42.

7.1.14.3 Applicants for estate residential plans of subdivision may, depending upon the function of the road or roads involved, be required to provide or contribute to external road improvements such as reconstruction and paving when development takes place.

7.1.14.4 The internal subdivision road pattern in estate residential developments will not be permitted to prejudice the development of adjoining land and reasonable Right-of-Ways to adjacent developable lands will be provided, as required by the Town. An applicant may be required to undertake limited external environmental investigations as part of their normal Draft Plan Application Requirements in order to satisfy this policy.

7.1.14.5 Internal subdivision roads in estate residential developments must be located and designed to ensure convenient access to a higher level road for all vehicular traffic, including maintenance and emergency vehicles and school buses and in accordance with the environmental policies of Section 7.1.9.

7.1.14.6 The locations of access points onto High, Medium, and Low Capacity Arterials and Collector Roads will be co-ordinated by the Town and other authorities having jurisdiction and the number of such access points will be limited.

7.1.14.7 Access to individual residential lots in an estate residential development should be from internal subdivision roads.

7.1.14.8 Reversed frontages normally will be required along High, Medium and Low Capacity Arterials and Collector Roads to minimize the environmental impacts on residents associated with roads and to maintain an efficient road system.

7.1.14.9 If a proposed estate residential development is within 300 metres of the active CP railway right of way, or within 75 metres of a provincial highway right of way, a noise study may be required to determine the impact, if any, of railway or highway noise on the proposed development. Where required, the noise study shall be prepared by a professional noise consultant and shall be subject to the approval of the Ministry of the Environment and Climate Change or the Region of Peel, whichever agency has approval authority. All proposed noise attenuation measures must adhere to the policies of Section 7.1, to the satisfaction of the Town of Caledon.

7.1.14.10 Estate residential developments shall generally be designed to avoid the need for structural noise attenuation measures such as berming or fencing.

7.1.14.11 Noise attenuation berming may be considered under limited circumstances however, other engineered noise attenuation measures such as walls or fencing are not permitted, unless located within an approved structural envelope.

7.1.14.12 Noise attenuation berms are not to be located within Policy Area 4 or EZ 1 and EZ 2 and are to be designed to blend with the natural contours and minimize disturbance of existing topographical features. In addition, noise berms will be subsoiled, topsoiled, and sodded or seeded as specified by the Town and shall generally be reforested. Where berms are reforested in accordance with the density bonus provisions of Section 7.1.9 such areas may qualify as a credit towards environmental bonus lots.

7.1.14.13 Warning clauses are to be registered on and run with the title of all properties located within 300 metres of railway right of ways and 75 metres of highway right of ways, warning prospective purchasers of the presence of these Right-of-Ways. Specific wording of such warning clauses shall be determined through the noise attenuation study, and shall be specified in the Conditions of Draft Approval of the proposed development to the satisfaction of the Town, the Ministry of the Environment and Climate Change and the Region of Peel.

7.1.14.14 Dwellings within 300 metres of the railway right of way shall be constructed such that their interior noise levels and outdoor amenity space meet the criteria of the Ministry of the Environment and Climate Change or the Region of Peel, whichever is applicable.

7.1.14.15 Should dwellings be proposed within 75 metres of the railway track, a vibration study will be required, which may specify additional necessary mitigation measures.

7.1.14.16 The setback of dwellings from the railway right of way shall be a minimum of 30 metres, uninhabitable buildings such as garages may be accepted.

7.1.14.17 In addition to the provisions of the provisions of Section 7.1.14, Transportation, infrastructure and utilities shall conform to the provisions of Section 7.10, and in particular, Section 7.10.6.6.

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7.1.15 **Extractive Industrial**

7.1.15.1 Extractive industrial development in the Palgrave Estate Residential Community will conform to the Mineral Resource Policies contained in Section 5.11.

7.1.16 **Agricultural**

7.1.16.1 Agricultural uses other than private gardening will not be permitted in an estate residential plan of subdivision.

7.1.16.2 Notwithstanding Section 5.1.1.7, the minimum permissible setback from an existing or proposed estate residential plan of subdivision for any new intensive livestock farming operation will be the distance calculated by the Ministry of Agriculture, Food and Rural Affairs on the basis of the appropriate Minimum Distance Separation Formula in the Agricultural Code of Practice.

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7.1.16.3 New hobby farms on existing severances in the Palgrave Estate Residential Community will be discouraged. In order to ensure that conflicts between hobby farms and estate residential plans of subdivision in which farming is not permitted are minimized, the Zoning By-law applicable to severances with existing or potential hobby farms will not permit intensive livestock farming on small acreages.

7.1.16.4 Subject to Sections 7.1.16.1 to 7.1.16.3 above, agricultural uses within the Palgrave Estate Residential Community shall be permitted in accordance with Section 5.2 and all other applicable provisions of this Plan.

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7.1.17 Consents

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7.1.17.1 Consents for residential purposes will generally be discouraged and will not be granted in Policy Area 4, EZ 1 and EZ 2.

7.1.17.2 Notwithstanding any other provision of this Plan, the lot area for residential consents shall comply with the provisions of Section 7.1.7.

7.1.17.3 Subject to Sections 7.1.17.1 and 7.1.17.2 above, consents in the Palgrave Estate Residential Community will be granted in accordance with the consent policies of Sections 5.2 and 7.10, and in particular, Sections 7.10.6.1.1 to 7.10.6.1.5 and Section 7.10.6.1.7.

7.1.18 Draft Plan Application Requirements

7.1.18.1 Prior to application for approval of a plan of subdivision and draft plan of condominium the applicant will provide to the Town, at the applicant's expense, the following set of maps and reports to assist in the sound environmental design of the subdivision and to enable the Town to evaluate the proposed plan and to verify that it satisfactorily complies with the policies of Section 7.1.

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In addition to the requirements set out in Sections 7.1.18.2 to 7.1.18.11, the required maps, reports and studies shall address all applicable requirements and provisions of Section 7.10 in order to ensure conformity with the ORMCP.

Any or all of the information and mapping described in Section 7.1.18 may be required in a digital format to be specified by the Town. The Town will retain one complete hard copy set of all approved maps, plans and reports and one set of all required digital files.

It is expected that an integrated and multi-disciplined environmental research and design approach will be adopted to fulfill the draft plan application requirements.

The Town may also appoint an environmental or other consultant at the applicant's expense to review the submitted documents and plans prior to acceptance by the Town. All of the following maps, plans and reports shall be submitted as part of the rezoning/draft plan application and shall be approved by the Town.

Work will be completed more or less in the order indicated below. Preparation of planning and engineering proposals should be based on the results of the site investigations, environmental mapping and analysis. The Town should be consulted prior to and after the completion of the environmental analysis and prior to the commencement of design of the subdivision.

7.1.18.2 Environmental Mapping and Draft Plans

All maps will be originally prepared at a scale of 1:1000 and be presented in a graphically consistent, organized and professional manner. Mapping

will be supported by appropriate field investigations and related reports. Maps shall illustrate the pattern of features and constraints to development.

All maps will be accurately prepared and precisely overlay the Legal Survey (Map a) and Topographic Mapping (Map c). Where mapping is digitized from 1:1000 source documents and presented in GIS or CAD format 1:2000 presentation scales will be considered. Maps and plans will include the following information.

a) A legal boundary survey signed by an Ontario Land Surveyor describing the applicants' property.

b) A ratio scaled Air Photo Enlargement that has been best fitted to a legal boundary survey of the applicant's holding or to the topographic mapping.

c) A Topographic Map with minimum 1.0 metre contour intervals and 0.5 m contour interpolations. Spot elevations should be shown on roads, water surfaces, hilltops, wetlands, and other flat areas. The topographic map should illustrate principal cultural and drainage features and extend a minimum 100 m beyond the applicants' property boundary. The contour map will include the Ontario UTM grid co-ordinate system. The date of survey or date of aerial photography will be clearly shown.

d) A Slope Map showing slopes classified in percentage categories as follows: 0-1, 2-5, 6-10, 11-15, 15-25 and greater than 25.

e) A Soil and Soil Drainage Classification Map using a pedological approach in accordance with the Canadian System of Soil Classification. The mapping should be correlated with geotechnical site data. Borehole locations for all soil samples and for the geotechnical site investigations referred to in Section 7.1.18.3 below should be clearly marked and differentiated.

f) A Surface Hydrology Map illustrating watersheds, micro-drainage, surface water, areas with seasonal water tables 0-0.5 metres and 0.5-1.5 metres below the ground surface, including all ponds, marshes, swamps, streams, intermittent ponds and drainage courses. Regional flood and fill lines shall be established where required by the Conservation Authority and the Town of Caledon. If necessary, the applicant will carry out a flood study satisfactory to the Conservation Authority and the Town of Caledon to determine the location of regional floodlines.

   Water table gradients may also be shown on this map.

g) A Vegetation and Wildlife Ecology Map describing native and cultural vegetation and principal wildlife habitats and ecology including fisheries habitat information.

h) An Environmental Summary Map illustrating the major constraints and opportunities for estate residential development. This map will precisely define the boundaries of the Policy Areas and landforms shown on Schedule G, the boundaries of EZ 2 shown on Schedule I, and any regional flood and fill lines required by a Conservation Authority.

It will also show soils with rapid and restricted percolation rates, poorly or very poorly drained areas, slopes greater than 10, 15 and 25 percent, areas with seasonal water table 0-0.5 metres and 0.5-1.5 metres below the ground surface and any other special features or sensitive areas.

Slope and seasonal water table constraints need not be illustrated within EZ 1.

i) A Draft Subdivision Plan will be prepared to accurately overlay the environmental map series to permit information review.

j) A Stormwater Management/Grading Plan will be prepared which illustrates the proposed stormwater management facilities location and grading proposals for structure envelopes and roads.

k) An Environmental Management/Reforestation Plan will be prepared for all subdivisions which shall identify proposed areas and methods of reforestation and shall recommend appropriate protection and management measures for the Environmental Zones including wetlands, woodlots, etc. The Environmental Management/Reforestation Plan shall also demonstrate that the area requirements for any environmental bonus lots may be achieved external to the streets, structure envelopes and other cultural features on the plan and shall be integrated with the Environmental/Reforestation Report described in Sections 7.1.9.12 and 7.1.18.9. The Environmental Management/Reforestation Plan should also integrate relevant information from the Stormwater Management and Preliminary Engineering Reports as described in Sections 7.1.18.7 and 7.1.18.8, and the Noise/Vibration Report as described in Section 7.1.18.6, if applicable.

7.1.18.3 Geotechnical/Hydrogeological Investigations

A minimum of 100 metres of soil borings normally will be required for each half township lot. The borings will include a number of boreholes in order to describe adequately the soil properties and stratigraphic relationships of the site and the characteristics of the water table aquifer.

The location, depth and number of individual boreholes will be based on air photo interpretation and preliminary soils mapping and must be approved by the Town. This requirement may be increased or reduced according to the size and characteristics of the property and availability of fence line geotechnical/hydrogeological information on adjacent properties.

Boreholes will be distributed so as to sample representative upland and lowland soil types on the site. Additional boreholes may be required near abutting residential uses relying on a private well for water supply or in depressions proposed for stormwater management and groundwater recharge. Deep boreholes may also be required.

Boreholes shall be logged at regular intervals with specific reference to groundwater conditions (e.g., seepage zones and quicking conditions). Standard penetration tests should be performed and representative samples of overburden recovered at approximately 1.5 metre intervals, or more frequently, if stratigraphic changes occur.

The moisture contents of the recovered samples should be determined in a laboratory. Grain sizes should be analyzed in a laboratory for the major stratigraphic units encountered in the boreholes. Hydraulic conductivity should be estimated from the grain size data for each stratigraphic unit. Piezometers should be installed, and water levels recorded, during and after drilling is completed.

Water levels in the boreholes and adjacent ponds and wetlands shall be observed and recorded on a seasonal basis over a 12 month period or longer if required.

Water samples will be collected from surface water features and from the principal aquifers encountered in the boreholes and in existing water supply wells, located on and adjacent to the site. Samples shall be appropriately preserved and delivered to the laboratory for analysis.

Laboratory analysis will include important physical and chemical parameters as approved by the Town. Repeat sampling will be required to confirm any results where contamination is suspected or where analyses approach or exceed Ministry of the Environment and Climate Change Objectives for Ontario Drinking Water.

The geotechnical/hydrogeological investigations should take into consideration applicable provincial guidelines, such as the Guideline on Planning for Sewage and Water Servicing, and related Technical Appendices.

The results of the above investigations shall be incorporated into the Geotechnical, Hydrogeology and Environmental Reports, as appropriate.

7.1.18.4 Geotechnical Report

A geotechnical report with text and illustrations will be prepared which:

a) Characterizes the soil and groundwater conditions encountered in the boreholes;

b) Makes recommendations concerning the geotechnical design of septic tank and soil absorption field systems;

c) Makes recommendations related to the design of structures and streets; and,

d) Identifies any other geotechnical conclusions pertinent to facilities design.

7.1.18.5 Hydrogeology Report

A hydrogeology report will be prepared which summarizes available domestic water well and borehole records and the characteristics and quality of the existing water table and deeper confined aquifers. This report will characterize the hydrogeology of the site and assess the risk of contamination from the proposed development to adjacent domestic and communal groundwater supplies. Nitrate modelling will be undertaken as applicable for sand to water table soils. This report may form part of the environmental reporting.

The Hydrogeology Report should take into consideration applicable provincial guidelines, such as the Guideline on Planning for Sewage and Water Servicing, and related Technical Appendices.

7.1.18.6 Noise/Vibration Report

A noise/vibration report will be prepared if required under Sections 7.1.14.9 and 7.1.14.15.

7.1.18.7 Stormwater Management Report

A report and plans will be prepared describing the proposed stormwater management concept, supporting storm run-off and recharge calculations and facilities proposed.

7.1.18.8 Preliminary Engineering Report

All proposals for estate residential development must be accompanied by a preliminary engineering report describing the proposed water supply, sewage disposal, storm drainage systems, grading, servicing, and any other facilities proposed.

7.1.18.9 Environmental Management/Reforestation Report

The report shall document and detail all reforestation and environmental protection and management measures being recommended in accordance with Section 7.1.9 and shall be integrated with the Environmental Management/Reforestation Plan described in Section 7.1.18.2 k).

7.1.18.10 Archaeological Assessment Reports

An archaeological assessment report may be required based on the archaeological potential of the property which will be determined by the Town of Caledon and the Ministry of Tourism, Culture and Sport. If any significant archaeological remains are discovered as a result of the assessment, mitigation or salvage excavation will also be completed to the

satisfaction of the Town of Caledon and the Ministry of Tourism, Culture and Sport.

7.1.18.11 Environmental and Engineering Summary Report

A detailed environmental and engineering summary report will be prepared which will integrate and summarize the environmental site investigations, mapping and analysis with the findings and recommendations of the preliminary engineering, stormwater management and noise reports. The report shall describe the environmental characteristics of the site including the geology, hydrology, hydrogeology, water quality, vegetation and wildlife ecology and other significant environmental features of the site.

This report will include an overall assessment of the residual environmental impacts of the proposed development. It shall make recommendations for design and construction guidelines for the proposed estate residential development and shall form the basis for the draft plan of subdivision or condominium.

The report cannot be finally completed until the preliminary engineering and stormwater management reports are available. All previous reports may be integrated into the Environmental and Engineering Summary Report as individual Chapters or appendices.

7.1.19 **Golf Course and Golf Course Residential**

7.1.19.1 The integration of golf course and estate residential development is recognized as a compatible and permitted use within Policy Area 2 south of Old Church Road (former 20th Sideroad) and within the remaining undeveloped lands of Policy Area 1 of the Palgrave Estate Residential Community.

7.1.19.2 All applications for Golf Course Estate Residential developments are subject to the policies of Sections 7.1 and 7.10, and in particular, Section 7.10.6.4. Applications for golf course development without an estate residential component are still subject to the applicable policies of Section 7.1 however, the Draft Plan Application Requirements contained in Section 7.1.18, may be reduced or modified to recognize the lack of an estate residential component. Such reductions or modifications must be to the satisfaction of the Conservation Authority, the Ministry of Natural Resources and Forestry and the Town of Caledon.

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7.1.19.3 Golf course developments including fairways, tees, greens, practice areas and clubhouse facilities will not be permitted in Policy Area 4 and EZ 1. Golf course development will be discouraged from EZ 2, unless it can be shown that such encroachments maintain the existing function of such areas and will not lead to environmental degradation to the satisfaction of the Town, the M.N.R., and the Conservation Authority.

7.1.19.4 All applications for Golf Courses and Golf Course Estate Residential shall be accompanied by an appropriate Market Demand Study to the satisfaction

of the Town, and shall be in accordance with the application requirements listed in Section 7.1.18.

Where a golf course is proposed without estate residential development the application requirements of Section 7.1.18 may be reduced provided the integrity of the natural environment is maintained and the potential for environmental impact is properly addressed to the satisfaction of the Conservation Authority, the Ministry of Natural Resources and Forestry and the Town of Caledon.

7.1.19.5 The design of the subdivision will take into account acceptable separation and adequate landscape buffering between the fairways and the residential structure envelopes so as to achieve an integrated land use design between the estate residential subdivision and the golf course and necessary environmental protection measures.

7.1.19.6 Irrigation water for golf courses will be obtained from appropriate surface and groundwater sources and not from the Palgrave Water Service Area communal supply.

7.1.19.7 A hydrology/hydrogeological investigation will be undertaken to confirm that adequate quantity and quality of irrigation water is available for the proposed golf course development without interference with neighbouring groundwater users, environmentally sensitive areas or with future communal supply sources required to service the Palgrave Estate Residential Community.

7.1.19.8 The nature and density of any golf course estate residential development or golf course development shall conform to the applicable environmental policies as set out for the Palgrave Estate Residential Community in Section 7.1.

7.1.19.9 The net lot density of a golf course estate residential development including the clubhouse on an equivalent sewage flow or nitrate loading basis in accordance with Ministry of the Environment and Climate Change standards and practices, will not exceed the densities permitted within the applicable Policy Area

of the Palgrave Estate Residential Community. Minimum lot size shall conform to that specified for the applicable Policy Area.

7.1.20 Communal Sewage Treatment Systems

7.1.20.1 Introduction

The policies of Section 7.1.20 provide for the design, review and approval of rural estate residential subdivisions within the Palgrave Estate Residential Community using Communal Sewage Treatment Systems. However, in recognition of the untried nature of such systems in Caledon, as well as the potential broader community planning implications, the following policies provide for a maximum of three prototype rural estate residential projects within the Palgrave Estate Residential Community utilizing communal sewage treatment systems.

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Applications for rural estate residential developments within the Palgrave Estate Residential Policy Area utilizing Communal Sewage Treatment Systems are subject to the provisions of Section 7.1, except as specifically modified by Section 7.1.20. Such applications are also subject to the requirements of Section 7.10, and in particular, Section 7.10.6.7.

The engineering design, approval, and operations of the systems themselves are subject to applicable Regional and Provincial policy. The Region of Peel is currently developing guidelines for the design, construction, and operation of Communal Sewage Disposal Systems. Upon adoption of these guidelines by Regional Council, minor deviations from the policies of Section 7.1.20 may be considered without amendment to this Plan, provided such minor deviations are consistent with the intent of Section 7.1, result from, and are in conformity with approved Regional Guidelines, and have been agreed upon by the Town, the Region, and other relevant agencies.

7.1.20.2 Definition

Communal Sewage Treatment System refers to sewage works and sewage systems that provide for the collection and treatment of sewage but which are not connected to a regional centralized municipal sewage system. Communal Sewage Treatment Systems are for the common use of more than five residential units/lots.

7.1.20.3 General Policies

7.1.20.3.1 The choice of communal sewage collection and treatment system will depend on the quality and quantity of incoming sewage and on the quality of effluent which must be attained. The type and degree of treatment will be determined by the environmental constraints of the location where the sewage is to be discharged as well as the available treatment technology.

7.1.20.3.2 The Communal Sewage Treatment System will be sized to service the applicant's proposed development, or as may otherwise be agreed by the applicant, the Town of Caledon and the Region of Peel.

7.1.20.3.3 Communal Sewage Treatment Systems will not be considered for individual or combined development applications with total area less than 30 hectares (75 acres) or in excess of 120 hectares (300 acres), unless otherwise agreed by the applicant, the Town, and the Region of Peel.

7.1.20.3.4 The site for the Sewage Treatment System will be selected and approved through the review and approvals process for the development proposal and will be integrated into the development proposal.

7.1.20.3.5 Communal Sewage Treatment Systems, including structural sub-surface disposal systems, will be located within designated structural envelopes, and within the applicant's lands or on public lands as may be agreed by the Town, the Region of Peel, and other relevant agencies.

7.1.20.3.6 If the proposed system is located on public lands, such lands are to be included within the environmental investigations undertaken in support of the application, and are subject to the provisions of Section 7.1.

7.1.20.3.7 Access to the Communal Sewage Treatment System will be via the internal subdivision road system, or from the Town and Regional transportation system, if permitted.

7.1.20.3.8 Where Communal Sewage Treatment Systems are proposed final effluent disposal will be via an approved surface and/or sub-surface disposal technique in accordance with applicable Town, and Region of Peel policies and guidelines.

7.1.20.3.9 Direct disposal of effluent to existing surface waterbodies and watercourses is not anticipated by these policies.

7.1.20.3.10 Communal Sewage Treatment Systems are not to be located in Policy Area 4 or EZ 1. Artificial wetlands within structural envelopes and expanded or restored wetlands within EZ 2 may be utilized for final polishing of effluent seepage from tile fields.

7.1.20.3.11 Communal Sewage Treatment Systems will require detailed hydrogeological investigations and modelling to permit accurate prediction of effluent plume characteristics, direction of travel, and impacts on down gradient surface and groundwater consumers and environmental features.

7.1.20.3.12 Groundwater impact prediction will be required for each application. The groundwater impact assessment will evaluate the property with respect to the MOE guideline entitled “The Incorporation of Reasonable Use Concept into Groundwater Management Activities of the Ministry of the Environment”, or subsequent applicable guideline.

7.1.20.3.13 Effluent plume monitoring capabilities will be included as part of the Communal Sewage Treatment System installation.

7.1.20.3.14 Until operational experience may be obtained with Communal Sewage Treatment Systems and policies further refined, the number of applications to be accepted within the Palgrave Estate Residential Community will be limited to a maximum of three, preferably one in each of Policy Areas 1, 2,

and 3. These applications will be encouraged in the Highway 50/Humber River corridor and west of Mount Hope Road where environmental conditions are considered more appropriate for sub-surface effluent disposal.

Applications within the Palgrave Estate Residential Community, but outside of this corridor will generally not be permitted unless it is demonstrated that local environmental conditions are favourable for a Communal Sewage Treatment System, and all other policies of Section 7.1 can be satisfied

7.1.20.3.15 Where Communal Sewage Treatment Systems are utilized, a minimum of 40% of the lands subject to the application will remain undisturbed and ungraded, and will be environmentally managed/reforested in accordance with the policies of Section 7.1.9. This includes all Environmental Zones and Policy Area 4. As the maximum permitted density allowed in Section 7.1.20.5 has factored in this required level of environmental management and reforestation no additional density bonuses will be awarded for this work.

7.1.20.4 Buffers

7.1.20.4.1 Communal Sewage Treatment Systems will be located a minimum of 100 metres and a preferred 150 metres distance within the limits of the lands subject to the application or as otherwise specified in approved Region of Peel guidelines. The intervening spaces will be buffered with natural and reforested tree vegetation.

7.1.20.4.2 Residential uses on the applicant's property should not be placed immediately adjacent to sewage treatment systems unless it is demonstrated that potential noise and odour incidents can be mitigated under all operating conditions.

7.1.20.5 Density and Lot Size

7.1.20.5.1 Effluent quality loading from the Communal Sewage Treatment System must not exceed that for the equivalent Policy Area densities based on individual on-site (sub-surface) disposal.

7.1.20.5.2 Where it is demonstrated with scientific, engineering and hydrogeological monitoring data and predictive calculations that effluent recharge quality will be significantly improved beneath the treatment site in comparison to the equivalent Policy Area density utilizing conventional private sewage disposal systems on individual lots, an increase in the allowable equivalent residential unit density will be considered. The unit density will be determined based on the proposed system design, environmental site parameters and resultant predicted effluent recharge quality for sub-surface disposal.

7.1.20.5.3 Where an increase in the residential unit density is being considered in accordance with Section 7.1.20.5.2, the maximum allowable residential unit densities will not exceed 55 units per 40.5 hectares (100 acres), for each of

Policy Area 1, 2 and 3. Density is to be calculated in accordance with the applicable policies of Section 7.1.6.

7.1.20.5.4 Lot areas for individual private lots in developments serviced with Communal Sewage Treatment Systems will generally be calculated in accordance with the policies of Section 7.1.7. Except, a minimum lot area smaller than that permitted in Section 7.1.7 may be considered provided there is a demonstrated environmental benefit to such a reduction, and provided such a reduction satisfies all other applicable policies of Section 7.1.

7.1.20.5.5 Minimum lot areas do not apply to condominium residential unit proposals.

7.1.20.5.6 Applicants and subsequent owners of lands serviced with Communal Sewage Treatment Systems may be required to enter into legal agreements with the Town and the Region of Peel, as required, to ensure that remnant open space and environmental management/reforestation lands will not be subject to future development applications.

7.1.20.6 Site Investigation and Monitoring

7.1.20.6.1 In addition to the Draft Plan Application Requirements contained in Section 7.1.18, the following additional requirements apply to proposed development based on Communal Sewage Treatment Systems:

a) Sub-surface investigations are required at tile field sites and will include at least four test pits to 5 metres depth for visual inspection and four boreholes with piezometers installed and screens extending from 2 to 4 metres below the water table.

b) An additional three or more as required borehole/piezometers will be installed in the predicted plume attenuation zone along the down gradient boundary of the applicants' property.

c) At least one deeper borehole piezometer will be established to evaluate site vertical groundwater gradients.

d) Offsite borehole piezometers may also be required.

e) Sub-surface investigations will conform to Section 7.1.18 and generally will increase the total depth of drilling required for the applicant's site.

f) Geotechnical characteristics of boreholes and test pits will be described and logged as specified in Section 7.1.18.

g) Groundwater will be analyzed for standard parameters including major cations, anions and metals to evaluate background water table conditions prior to commissioning of the Communal Sewage Treatment System.

h) Groundwater will be analyzed for standard parameters at monitoring piezometers on an annual basis or more frequently, as required,

following commissioning of the Communal Sewage Treatment System.

7.1.20.6.2 Where an applicant is preparing an Environmental Study Report (ESR) in accordance with approved Region of Peel guidelines, the applicant shall also address the Town's environmental study requirements relevant to Communal Sewage Treatment Systems.

7.1.20.7 Offsite Plume

7.1.20.7.1 On and offsite hydrogeological and geotechnical studies will be undertaken to evaluate tile field area requirements, effluent, plume impacts on neighbouring properties, delineation of contaminant attenuation zone and treatment plant effluent quality requirements.

7.1.20.7.2 Communal Sewage Treatment Systems will generally be designed to achieve Oak Ridges Moraine or other Reasonable Management objectives for the groundwater plume attenuation zone at the applicant's down gradient site boundary.

7.1.20.7.3 Offsite plume attenuation zones may be required if existing and predicted plume concentrations exceed Ministry of the Environment and Climate Change Guidelines for increase of critical contaminant concentrations. This process may require obtaining easements and registering the attenuation zone on title on adjacent properties to ensure that existing and future owners of adjoining properties are aware of excess contaminant levels prior to purchase.

7.1.20.8 Commissioning and Responsibility Agreement

7.1.20.8.1 The applicant will enter into a Responsibility Agreement with the Region of Peel which will define the conditions under which communal services will be constructed, operated, maintained and monitored.

7.1.20.8.2 The applicant will be responsible for feasibility studies, preparation of environmental assessments, design of communal sewage disposal facilities, implementation and system monitoring during commissioning.

7.1.20.8.3 The Region of Peel will be responsible for setting of performance standards and guidelines for operation and approval of designs and construction.

7.1.20.8.4 The Town of Caledon will participate in the approval of Communal Sewage Treatment System environmental assessments to ensure conformity with Section 7.1 of this Plan.

7.1.20.8.5 The Responsibility Agreement will include provisions for periodic Environmental Monitoring of the resultant effluent plume in the groundwater.

7.1.20.8.6 The Responsibility Agreement will recognize offsite attenuation zone easements as may be required.

7.2 BOLTON SOUTH HILL SECONDARY PLAN

7.2.1 Introduction

The following policies apply to the Bolton South Hill Area as shown on Schedule C-2, Bolton South Hill Land use Plan.

7.2.2 Goals

a) To create an area that provides for the convenience, efficiency, safety and well-being of the present and future residents in the Bolton South Hill Area. To ensure that plans of subdivision and development proposals are compatible with adjacent land uses.

b) To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long range transportation plans for the Bolton Settlement Area.

c) To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area.

d) To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low density community.

7.2.3 The Structural Concept

The structural concept envisages a neighbourhood composed of approximately 219 hectares (542 acres) of land containing residential, institutional, and recreational uses.

The southern boundary is the CP Rail line, which has train volumes of 16 to 20 freight trains per day.

The old 5th Sideroad which roughly bisects the South Hill area is proposed to be relocated northward, as Queensgate Boulevard. Queensgate Boulevard has been partially completed and as a condition of development approvals, it will be extended through the area to the Albion-Vaughan Road.

The land use concept proposes that development north of Queensgate Boulevard, for the most part, be low density residential and ancillary uses. To provide, however, for a mix and range of housing types, four medium density sites have been designated. In addition, the area north of Queensgate contains environmental policy area which will be retained in its natural state. There is also an area adjacent to the Humber River where existing development will be recognized and limited additional development will be permitted. All additional development within the floodplain shall be in conformance with The Toronto and Region Conservation Authority's Fill, Construction, and Alteration for Waterways Regulation and the Authority's Flood Control policies.

The majority of lands to the south of Queensgate Boulevard are proposed to have a mixed low/medium density designation. This designation represents the desire to provide the medium density residential opportunities without designating definite areas for such uses. It means a proportion of both medium and low density uses will be required in each subdivision application so that the overall percentage of low density development in the community (excluding the special residential areas) will be approximately 70%.

Development is to be serviced by both sanitary sewers and municipal water except for lands within the Special Residential area which may have municipal water only.

Park/school sites have been provided in accordance with the requirements of the Boards of Education and the Master Recreation Plan. Trails will be encouraged between these parks, the environmental lands of the Humber River and with the rest of Bolton, through linkages recommended in the Master Recreation Plan and shown schematically on the land use plan.

7.2.4 **General Policies**

7.2.4.1 The Bolton South Hill Area will be primarily a low density residential community with selected multiple housing areas and containing a broad range of neighbourhood uses including 2 school sites, 2 parks. The Land Use Distribution for the Bolton South Hill Area is provided in Table 7.1.

7.2.4.2 Development shall be fully serviced, except as specifically provided.

7.2.4.3 Energy conservation shall be promoted in the development of the Bolton South Hill Area.

7.2.4.4 Archaeological evaluation will be a prerequisite to development in the South Hill Area unless the Ministry of Tourism, Culture and Sport resolves that such an evaluation is not necessary. The area adjacent to the Humber River, because it has a southern exposure, has a higher potential for evidence of prehistoric habitation. There are at least two historic structures in the area. One is an iron bridge over the Humber River and the other is an important house on Sneath Road.

7.2.4.5 In order to provide some medium and high density housing units in a low density community an approximate housing mix of 70% single-family and 30% medium and high density is proposed excluding the Special Residential Areas (Table 7.2).

7.2.4.6 There are certain sites specifically designated for medium and high density uses. These sites shall be included in calculating the housing mix. Total population for the South Hill Area is anticipated to be approximately 7379. Approximately 2000 new dwelling units are proposed for the South Hill area excluding the Special Residential Area (Table 7.3).

7.2.4.7 The actual number of units by type will be determined at the time of subdivision submission and minor adjustments in population, building height

and dwelling unit counts will not require a further amendment to the Official Plan.

7.2.4.8 Senior citizen housing and other similar uses will be encouraged to locate in close proximity to commercial facilities, in the vicinity of Queensgate Boulevard and Highway 50.

7.2.5 **Bolton South Hill Residential**

7.2.5.1 General Policies

7.2.5.1.1 There are the following residential designations within the Bolton South Hill Area:

a) Low Residential

b) Mixed Low and Medium Residential

c) Medium Residential

d) High Residential

e) Special Residential

7.2.5.1.2 The policies of Section 5.10 SETTLEMENTS shall apply. Where there is a conflict between those policies and the policies of this secondary plan, the policies of the secondary plan shall prevail. Development of residential areas shall be based on a net basis where net hectare is defined to be exclusive of public rights-of-way, parks-school sites, environmental policy area and open space policy area.

7.2.5.1.3 Residential development adjacent to collector roads shall be encouraged to occur in such a manner that fencing and reverse frontages are not required. Preference will be given to developments which use berms and landscaping and service roads adjacent to collector roads.

7.2.5.1.4 Development shall be primarily by draft plan of subdivision although severances may be permitted on an infilling basis.

7.2.5.1.5 Development shall be fully serviced with the exception of lands within the Special Residential designation.

7.2.5.1.6 Development of medium and high density uses shall be subject to the site plan control provisions of Section 41 of the *Planning Act, R.S.O. 1990, c. P.13*.

7.2.5.1.7 Existing industrial uses will be recognized and may be zoned for their existing use.

7.2.5.2 Low Residential

7.2.5.2.1 Density in the Low Residential designation shall not exceed 16 units per net hectare.

7.2.5.2.2 Development located on the east side of Bond Street and the south side of Old King Road shall have direct driveway frontage on these roads. Lands adjacent to the east side of Bond Street, the south side of Old King Road and the west side of Eighth Line shall be developed at a minimum parcel size of 929 square

metres (10,000 square feet) to ensure compatibility with existing development in the area.

7.2.5.2.3 In designing plans of subdivision, it shall be noted that Allan Drive is not intended to be extended to the 8th Line.

7.2.5.3 Mixed Low/Medium Residential

7.2.5.3.1 Development in the Mixed Low/Medium Residential designation shall occur at a density of not less than 16 units per net ha with a maximum on 24.8 units per net ha where net hectare is defined to be exclusive of public rights-of-way, parks, school sites, environmental policy area and open space policy area. An overall average density of 19.8 units per net hectare shall be achieved on those lands designated Mixed Low/Medium Residential.

7.2.5.3.2 Permitted uses shall include single-family, residential semi-detached units, link units, street and en-bloc townhouse units.

7.2.5.3.3 There shall generally be no more than 6 units per townhouse block.

7.2.5.3.4 To achieve the housing mix goals of the Official Plan which are to provide approximately 30% of housing units within the South Hill Area for medium and high density purposes, each plan of subdivision submitted shall be encouraged to have approximately 30% of the proposed units for medium density development.

7.2.5.4 Medium Residential

7.2.5.4.1 Lands designated Medium Residential may be development for medium residential uses with a density range of 16 to 37.1 units per net hectare.

7.2.5.4.2 Residential development located adjacent to existing development on Fountainbridge Drive shall be similar and compatible to existing development.

7.2.5.4.3 Notwithstanding Section 7.2.5.4.1, lands designated Medium Residential on Part of Lots 6 and 7, Concession 7 (Albion) Town of Caledon, may be developed for single-family houses not to exceed a maximum density of 19 units per net hectare.

7.2.5.4.4 Notwithstanding Section 7.2.5.4.1, lands designated Medium Density Residential on Part Lot 7, Concession 8 (Albion); Part Lot 33 on Plan ALB4 (Albion); Part Road Allowance between Concession 7 & 8 (Albion); Town of Caledon; Regional Municipality of Peel, shall have a maximum density of 41 units per net hectare.

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7.2.5.5 High Residential

7.2.5.5.1 Lands designated High Residential may be developed for high density residential uses with a density range of 49.4 to 85 units per net residential hectare. The maximum building height shall be 10.5 metres.

7.2.5.5.2 Non-residential uses may be permitted in the ground floor provided they will not negatively impact residential development in the immediate vicinity. Site

development shall include provision for suitable landscaping and building siting to ensure compatibility with the adjacent residential uses.

7.2.5.6 Special Residential

7.2.5.6.1 In addition to the following policies for the Special Residential uses, the policies in Section 5.10.4.5.12 of the Official Plan shall be complied with. Where there is a conflict between those policies and the policies of this secondary plan, the policies of this secondary plan will apply. Development on lands designated "Special Residential" which are situated in the floodplain shall be subject to the approval of The Toronto and Region Conservation Authority.

7.2.5.6.2 The lands designated Special Residential are to be developed on private sewage disposal systems, subject to a minimum lot area of 0.8 hectares and approval of the Peel Region Health Department.

7.2.5.6.3 For the lands south of King Road and north of the Humber River, consideration may be given by the Town to reducing the minimum lot area of 0.8 hectares, to a possible minimum of 1390 square metres, subject to: approval by The Toronto and Region Conservation Authority that the lands are not affected by the floodplain or environmental policy area designation; approval regarding any direct access onto King Street East by the Region of Peel; and approval by the Peel Region Health Department.

7.2.5.6.4 The properties adjacent to Farmer's Lane shall be permitted to have a minimum parcel size of 930 square metres subject to the approval of the Regional Health Unit and the Toronto and Region Conservation Authority.

7.2.5.6.5 All existing residences which are deficient in lot size are recognized and may be zoned for their existing use.

7.2.5.6.6 Severances with direct access to the Albion-Vaughan Road shall not be permitted.

7.2.6 Parks

7.2.6.1 Two park sites, totalling 5 hectares have been identified to meet the local active and passive recreational needs of the secondary plan area residents. One park is located adjacent to the park and school site proposed on Fountainbridge Drive. A second 4 hectare park is to be located south of Queensgate adjacent to the proposed separate school site.

7.2.6.2 Park dedication shall be required in accordance with the provisions of *The Planning Act*. Land dedication shall be encouraged where ever possible. Parkland provisions shall not include valleylands, environmental policy area or open space areas for stormwater detention purposes.

7.2.6.3 In addition to the following policies, development of park sites shall be in accordance with Section 5.15 PUBLIC USES in the Official Plan.

7.2.6.4 It is the intent of the plan to locate parks adjacent to school sites and to provide trail linkages between sites to maximize access to such sites. Joint use of park

and school sites shall be encouraged. Minor adjustments in the park location are permitted subject to Council approval without requiring an amendment to the Official Plan, provided that the aim of achieving consolidated park/school sites is maintained.

7.2.6.5 The Town shall encourage the development of a linked open space system in the secondary plan area which will link the park/school sites with the environmental policy area adjacent to the Humber River. Linkages between this area and other areas of Bolton will be encouraged. A conceptual trail linkage system is shown on the land use schedule. It will be implemented by walkways shown on draft plans of subdivision.

7.2.7 **Environmental Policy Area**

7.2.7.1 The policies of Sections 3.2.5 Environmental Performance Measures and 5.7 Environmental Policy Area shall be complied with.

7.2.7.2 Policies in The Toronto and Region Conservation Authority report, "Floodplain Planning Policy Review - M.T.R.C.A. Flood Susceptible Sites" shall be considered when dealing with the existing flood vulnerable development in the vicinity of Old King Road and Sneath Road.

7.2.7.3 A 30 metre vegetation buffer strip on the Humber River and a 15 metre natural vegetation buffer strip on the tributaries of the Humber River shall be provided to the approval of the Ministry of Natural Resources and Forestry. Variation to those setbacks shall be permitted without an amendment to this plan subject to the approval of the Ministry of Natural Resources and Forestry.

7.2.7.4 Existing residential development is recognized and may be zoned for its existing use.

7.2.8 **Schools**

7.2.8.1 One 3.8 hectare public school site and one 3.2 hectare separate school site have been designated.

7.2.8.2 The policies of Section 5.6 INSTITUTIONAL of the Official Plan shall apply to the designated school sites.

7.2.8.3 The school site locations and sizes may be modified without amendment to this secondary plan provided that the change has been approved by Council and the relevant school board.

7.2.8.4 In the event that a site is not required for school purposes, the site may be developed for residential uses compatible with adjacent residential uses without further amendment to the Official Plan provided that all other policies of the plan are adhered to.

7.2.9 **Transportation**

7.2.9.1 This plan represents a long-term transportation plan for the Bolton South Hill Secondary Plan Area. The South Hill area establishes a hierarchy of roads to funnel traffic from the local streets to Highway 50 and the Albion-Vaughan/King Road, as well as to the community facilities such as the park

and school sites. A local road with 22 metre Right-of-Way dimension has been identified on Schedule C-2 to accommodate intra-community trips and access to the school and park sites located south of Queensgate Boulevard. Future development proposals in the area will ensure that this local road is accommodated.

7.2.9.2 Queensgate Boulevard shall have a Right-of-Way width of 30 metres between Highway 50 and Street "C", in order to provide sufficient area to establish a "Gateway Entrance" to the South Hill residential community and provide for appropriate streetscape and landscape amenities, as well as a servicing corridor. The 30 metre Right-of-Way will provide sufficient width for turning movements. Between Street "C" and the Albion-King Road, Queensgate Blvd. shall have a Right-of-Way width of 26 metres with allowance for up to 28 metres through intersections.

7.2.9.3 The road system has been designed to facilitate the extension of public transit into the area.

7.2.9.4 Portions of the Fifth Side Road will be closed as development approvals are given and Queensgate Boulevard is extended towards the Albion-King Road. The alignment shown on the Land Use Plan is approximate and priority will be given to protecting access for existing residents on the Fifth Side Road.

7.2.9.5 The Plan is development on the premise that Allan Drive will not be extended directly to the 8th Line.

7.2.9.6 The Plan recognizes the desirability of having grade separation and crossing over the C.P. Railway line at the Albion-Vaughan Road.

7.2.9.7 Reverse frontage development will be generally discouraged, except along the Albion-Vaughan/King Road, and the use of berming and/or service roads will be encouraged. Noise and vibration studies may be a factor in determining the road layout for those developments located adjacent to the C.P. Railway line.

7.2.10 **Staging and Servicing**

7.2.10.1 No specific phasing policy is proposed, however no final approval will be given to any parcel of land within the Bolton South Hill Area until such time as stormwater, piped water and sanitary sewer (except special residential) facilities necessary to serve the proposed development are available.

7.2.10.2 As well, no draft approvals for development will be given to those lands adjacent to the C.P. Railway line until such time as appropriate noise studies, vibration studies and mitigating measures have been approved by the Ministry of the Environment and Climate Change.

7.2.10.3 Development shall be in conformity with the master servicing and stormwater management plans prepared for the area; however, additional reports by qualified Engineers addressing storm, sanitary, water, noise attenuation transportation issues and hydro services may be required.

7.2.10.4 Assessment of the fiscal impact of development will be monitored and adjustments to staging may be required to ensure that there is not negative impact on the provision of services.

7.2.10.5 The final approval of specific development proposals will be based on the following:

a) Orderly provision of services and facilities

b) Sequential development of neighbourhood areas

c) Provision of schools and parks

d) Construction of the collector road system

e) Adequacy of the stormwater management system

7.2.11 **Implementation**

7.2.11.1 This amendment should be read in conjunction with the policies of the Official Plan in considering development of any lands in the amendment area. The policies of the Bolton Landscape Streetscape Plan shall be adhered to.

7.2.11.2 An appropriate Zoning By-law shall be passed to implement the land use designations. This Zoning By-law shall recognize uses existing at the date of adoption of this plan where deemed appropriate.

7.2.11.3 Site plan control provisions in accordance with Section 6.2.11 of the Official Plan shall apply.

TABLE 7.1 Land Use Distribution – Bolton South Hill Area(1)

Use	Hectares	Acres
Low Residential	62	153
Mixed Low/Medium Residential	69.6	172
Medium Residential	7.3	18
High Residential	6.7	16.6
Special Residential	18	44.5
Park	5	12.4
School	7	17.3
Major Open Space	19.5	48.2
Hazard Land	17.4	43
TOTAL	**212.5**	**525**

(1) Areas are approximate.

TABLE 7.2 Bolton South Hill – Population Generation(Serviced Area)

Designation	Gross Area ha	Net Area[1] ha	Density[2] uph	Unit Count	Persons Per Unit	Population
Low	62	48	16	867.6[3]	3.5	3037
Low/Medium	69.6	43.3	19.8	826.3[4]/ 24	3.5/2.9	2892/70
Medium	7.3	5.5	37.1	26[5]/147	2.9/3.5	75/515
High	6.7	4.1	55	272.3[6]	2.9	790
TOTAL	**145.6**	**100.9**		**2163.2**		**7379**

Notes:

1 Net Developable area exclusive of roads, parks, schools and hazard lands.
Derived from Tertiary Plan, Draft Approved Plans, and Registered Plans

2 Typical achievable density

3 Figure adjusted to reflect existing development.
ie./100 unit increase over typical achievable density

4 Figure adjusted to reflect existing development.
ie./7 unit increase over typical achievable density

5 Figure adjusted to reflect existing development.
ie./31 unit decrease over typical achievable density

6 Figure adjusted to reflect existing development.
ie./47 unit increase over typical achievable density

TABLE 7.3 Bolton South Hill – Unit Distribution and Housing Mix

Residential Designation	Total Units	Units Low (70%)	Units Med and High (30%)
Low	867.6	867.6	
Low/Medium	850.3	595.21	255.09
Medium	173		173
High	272.3		272.3
Total	**2163.2**	**1462.81**	**700.39**

7.3 BOLTON CORE AREA SECONDARY PLAN

7.3.1 Introduction

7.3.1.1 Purpose

The purpose of this Secondary Plan is to establish detailed land use policies for the Bolton Core Area in the context of the goals identified herein. The Secondary Plan contains policies regarding future land use in the Core, historic conservation, an open space network, environmental considerations, the local transportation network, and other planning policy related aspects. In addition, the Plan establishes the development controls required to implement such policies. Reference to "Core" shall be deemed to refer to the Bolton Core Area.

7.3.1.2 Location

The following policies shall apply to the Bolton Core Area as shown on Schedule C-1 Bolton Core Land Use Plan.

7.3.1.3 Basis

The Bolton Core Area Secondary Plan is the result of review and analysis of land use designations and Official Plan policy applicable to lands within, and in the vicinity of, the Core of the Bolton Settlement. The Plan was prepared in the context of:

a) The need to support and enhance the continued viability and diversity of the Core;

b) The appropriateness of the existing Core boundary;

c) The need for distinction between land uses within the Core and the surrounding area; and,

d) Opportunities for residential and commercial intensification within the Core.

In addition to the above, the Secondary Plan is based on the following development principles:

a) Core retail commercial activity should be concentrated in a well-defined, pedestrian oriented area;

b) Core retail functions should be strengthened by establishing reasonable boundaries that reflect the expected extent of commercial needs;

c) Existing stable low density residential areas should be protected from retail encroachment and higher intensity residential redevelopment;

d) Additional housing units should be provided in close proximity to the Core retail functions in order to strengthen the viability of existing businesses, and maintain a strong economic base within the Core;

e) A high degree of urban design should be provided which maintains the existing character of the Core, and builds upon existing historic streetscapes; and,

f) Historic buildings should be protected by allowing appropriate land uses, while maintaining the traditional village architectural and landscape values.

Through adoption of the Bolton Core Area Secondary Plan, the Town establishes a comprehensive guide for future development of the Bolton Core Area.

7.3.1.4 Goals

In general, the Bolton Core Area Secondary Plan allows for the revitalization of the Core as a historic community and commercial focus for Bolton through the provision of effective policies regarding development, intensification, heritage conservation, environment, pedestrian and vehicular movement, open space, and urban design. Specific goals for the Core include:

a) To enhance the vitality and diversity of the Core;

b) To define the function of Core Commercial activities within the context of the Bolton trade area and surrounding commercial nodes;

c) To provide locational focus for retail and service commercial activities in the Core;

d) To provide orderly and appropriate development and intensification opportunities, while minimizing potential flood impacts;

e) To protect and preserve existing stable low density residential areas on the periphery of the Core;

f) To promote improved streetscape and urban design opportunities;

g) To recognize and build upon the historic character of development within the Core;

h) To promote a vibrant pedestrian oriented streetscape, and encourage pedestrian accessibility from adjacent residential areas, while maintaining and improving automobile accessibility throughout the area; and,

i) To recognize the opportunities presented by the Humber River and to promote the river as a public asset.

7.3.2 Planning Context

7.3.2.1 History

The Village of Bolton grew around the first grist mill built by James Bolton in 1822-23 for his relative George Bolton, the miller. Survey of the area had started in 1818 and the Chief Surveyor had received the 200 acres of Lot 9, Concession 7, Albion with the Humber River running through it as partial payment for his services. The land was later sold to George Bolton in 1822.

The first mill was at the bend in Mill Street on the south side of the river. As farms were created and trees cut from the forests around the small centre, a second mill was built slightly north of the junction of King Street East and Humberlea Boulevard. This mill was also water powered by a mill race and pond created in the area of Bolton Mill Park.

The earliest subdivision occurred close to the first mill on the south side of the river. Consequently, the area of greatest antiquity is the northeast quadrant of the Core. In addition, native artefacts have been found on the banks in this area.

Development of the southeast and northwest portions of the Core appears to have taken place very quickly, with the southwest section coming later, after being severed from the original farm. Records indicate that within ten to twelve years of the original mill construction, Bolton was a hive of activity and has been the local service centre since that time. The development of King and Queen Streets as the commercial core did not occur for some years, but has existed as such for at least 150 years.

7.3.2.2 Existing Land Use Pattern

The Bolton Core Area is a small, topographically well-defined village, located on floodplain in the Humber River Valley. The majority of the Core lies within a Special Policy Area for floodplain administered by the Metro Toronto and Region Conservation Authority.

The Core continues to provide an historic community and commercial focus for the Town. Major land uses include low and medium density housing, retail and office commercial, institutional, public utilities, public open space, and environmental policy area.

The majority of retail commercial and office development within the Core Area is located on Queen Street between Elizabeth Street and the Humber River, and on King Street between Temperance and Elm Street. There are a number of other commercial uses not located on either King or Queen, however, the focus of commercial development has traditionally been on these two streets.

Although some recent development has occurred, the majority of existing development is substantially older, providing some excellent examples of historic architecture. As a result, the Core has a traditional village atmosphere that is distinct from the rest of the more modern Bolton Settlement.

Lands along the south bank of the Humber River in the Core are designated environmental policy area. Some of these lands are open to the public for recreational use, however, much of the area is in poor condition and has not been improved, particularly west of the Queen Street bridge.

7.3.3 **Policies**

7.3.3.1 General

Development of lands within the Bolton Core Area shall occur in accordance with the following general provisions:

a) Development shall be fully serviced with municipal sewer and water.

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b) The boundary of the Core will separate the existing low density residential areas on the periphery from other land uses within the Core, which include retail and office commercial, residential, mixed commercial/residential, institutional, and residential with ancillary professional offices, in accordance with Schedule C-1.

c) The Plan focuses the primary retail activity along Queen Street and King Street and encourages intensification and expansion of these activities.

d) Residential intensification will be encouraged. Intensification will provide a range of new housing opportunities for a variety of housing needs based on the Town's Housing Needs Assessment Study and Municipal Housing Statement.

e) The Humber River system will be enhanced for pedestrian movement, linkages to the community at large, passive recreation, and inherent scenic qualities. In this regard, developments shall address the river as a public asset and a building front.

f) The identification, restoration, protection, maintenance, and enhancement of cultural heritage resources in the Core will be encouraged. In this regard, archaeological assessment may be a prerequisite to development of lands.

g) The land uses of the Core will be supported by appropriate transportation and pedestrian oriented infrastructure.

h) All development of lands or structures for any purpose shall be guided by the Community Improvement Criteria in Section 5.17 and, any related Improvement Program, including landscape or streetscape plans which may be adopted, sponsored, or supported by the Town of Caledon.

i) All development of lands or structures for any purpose shall be subject to the floodplain management policies and provisions of the Bolton Special Policy Area in Section 5.10.4.5.13 of the Official Plan, the boundaries of which are shown on Schedule C-1.

j) All development of lands or structures for any purpose within the Bolton Special Policy Area shall be adequately setback a safe distance from the active riverbank erosion zone, as may be determined by studies prepared by a competent professional to the satisfaction of the Toronto and Region Conservation Authority.

k) All development of lands or structures for any purpose adjacent to the Humber River shall include the retention or establishment of a riparian

habitat zone where determined appropriate by the Toronto and Region Conservation Authority or Ministry of Natural Resources and Forestry.

l) Adequate parking is to be provided for all development, including appropriate provision of loading spaces for all commercial and multiple residential developments. In this regard, Council may require the preparation of a Parking Analysis to determine the parking demands of proposed developments. Minimum parking and loading provisions are to be reflected in the implementing Zoning By-law.

m) A high standard of landscape and streetscape features shall be provided for all uses, in accordance with the policies of Section 5.16 of this Official Plan. In addition, wherever possible, development shall be designed in a manner to allow the preservation of existing mature trees and plant material.

n) A high degree of urban design shall be provided, which maintains the existing village character of the Core, and builds upon the existing historic streetscapes. Historical buildings within the immediate vicinity of development shall be protected through the provision of appropriate architectural and landscape detail for all new development.

o) Development which provides a high degree of pedestrian accessibility and promotes a pedestrian oriented street environment shall be encouraged.

p) Accessibility to all existing buildings by disabled persons will be encouraged, and shall be required for all new buildings.

q) Council may require the preparation of detailed guidelines for development within the Bolton Core Area, which will serve to clarify policies herein and specify site design criteria, provided that such guidelines conform to the land use designations on Schedule C-1 and the relevant policies of this Plan.

r) Prior to the rezoning of any lands within any of the residential designations, Council shall consult with the appropriate school boards in order to assess the adequacy of educational facilities associated with the proposed development.

s) Where there is evidence that a site may be contaminated due to the previous use of the property, Council shall require that a soils study in accordance with provincial guidelines for the decommissioning and clean-up of contaminated sites be submitted along with any application for development. Such a study must include:

    i) Documentation of present and past uses of the site and surrounding lands. Based on review of existing records and discussions with knowledgeable persons, this historic audit should provide initial information on the types of contaminants which may have been used upon the site and their possible locations;

ii) A professional analysis of soils, and of ground and surface waters where required. The analysis should be based on all present and previous uses of the site, and should document the presence, type(s) and concentration of contaminant; and,

iii) A remedial action plan in accordance with provincial guidelines for the clean-up of contaminated sites, if the analysis identifies the presence, of contaminants in concentrations' above provincially established acceptable concentrations.

t) Where a site has been determined to have been contaminated and a clean-up plan required:

i) A qualified person shall be on-site throughout the duration of excavation and soil handling activities to ensure that the site is cleaned-up in accordance with provincial guidelines for the clean-up of contaminated sites; and,

ii) Prior to any development occurring upon the site, a qualified person shall undertake a verification sampling program and shall certify to the satisfaction of the Town and the Ministry of the Environment and Climate Change that the site has been made suitable for the use proposed.

7.3.4 Bolton Core Area Residential

7.3.4.1 General

Opportunities will be created for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents in order to meet the housing needs identified in the Municipal Housing Statement. Mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form.

Innovation will be encouraged in terms of housing types and zoning standards, including restrictions on the size of affordable units, to ensure that developments will create and foster continuing opportunities for affordable housing.

In addition, all residential development in the Bolton Core Area will be subject to the provisions of the Provincial Land Use Planning for Housing Policy Statement.

Existing non-residential uses will be recognized, and may be zoned for their existing use.

There are the following residential designations within the Bolton Core Area:

a) High Density Residential

b) Medium Density Residential

c) Low Density Residential/Office Commercial

d) Low Density Residential

A High Density Residential designation has been provided in the northwest quadrant of the Core, north of Sterne Street and west of the commercial frontage on Queen Street. This is the only portion of the Core where the combination of grades, buffering, accessibility, and surrounding land use permit such density.

A Medium Density Residential designation is provided in portions of the northeast, northwest and southeast quadrants where there is good access, adequate buffering from low density residential neighbourhoods, and access to existing pedestrian routes and a future walkway system adjacent to the shore of the Humber River.

Development of Medium and High Density Residential uses shall be subject to the Site Plan Control provisions of Section 41 of the Planning Act 1990, including the submission of drawings showing elevations and cross-section views for each building to be erected.

7.3.4.2 High Density Residential

In addition to Section 7.3.3.1, and Section 7.3.4.1, development of lands designated High Density Residential on Schedule C-1 shall occur in accordance with the following provisions:

a) The use of lands will be residential in nature, with emphasis placed on apartment or townhouse unit types.

b) The maximum building density shall be 2.0 times the lot area exclusive of any porch, balcony, underground parking facility, or rooftop mechanical structure. Lot area is to be calculated inclusive of any portion of a lot within the environmental policy area designation. All density restrictions shall be reflected in the implementing Zoning By-law.

c) Building heights exclusive of rooftop mechanical structures and any ornamental architectural detail shall not exceed the top of the valley ridge. In addition, heights shall be limited to ensure negative environmental impacts are minimal, and that existing residential properties do not substantially lose privacy or views. In this regard, Council may require the following:

   i) Preparation of a sun/shade study that models the proposed development to determine shadow casting. If necessary, such study should provide recommendations with respect to alleviation of problem areas; and,

   ii) Presentation of the proposed development in cross or long section in relation to existing residential uses, in order to determine impacts of overview and privacy. If necessary, proposals should be revised to alleviate problem areas.

All height restrictions shall be reflected in the implementing Zoning By-law.

d) Parking should be accommodated in well-designed parking lots or underground. Open lots should be hard surfaced, landscaped, and should not provide large frontages parallel to the streetline.

e) Prior to the rezoning of any lands within the High Density Residential designation, Council may require the preparation of a Traffic Study in order to assess the potential trip generation and distribution associated with the proposed development in relation to the local road network.

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f) Notwithstanding any policy contained in this Plan, in addition to those uses permitted in the High Density Residential designation, the use of part of the existing building and lands for an Industrial warehouse and accessory office use as defined in accordance to the Town of Caledon's Comprehensive Zoning By-law, No. 87-250, as amended, is permitted, on parts of those lands described as Part of Lots 52 and 61 and all of Lots 53, 62, and 63, Block 4, Plan BOL-7, municipally known as 50 Ann Street, Town of Caledon, Regional Municipality of Peel.

Within the High Density Residential designation at 50 Ann Street and legally described above, the Industrial warehouse and accessory office use, shall be permitted for a period not exceeding three (3) years from the day of the passing of the associated Temporary Use By-law, or as such time period hereafter as may be extended from time to time, pursuant to the Temporary Use provisions of the *Ontario Planning Act, R.S.O. 1990*, as amended.

7.3.4.3 Medium Density Residential

In addition to Section 7.3.3.1 and Section 7.3.4.1, development of lands designated Medium Density Residential on Schedule C-1 shall occur in accordance with the following provisions:

a) The use of the lands will be primarily residential in nature with emphasis placed on walk-up apartments, townhouses, or other similar unit types. Office and compatible commercial activities may be permitted on the ground floor of properties which abut Mill Street and Elm Street subject to the policies of Section 7.3.5.

b) The maximum building density shall be 1.5 times the lot area exclusive of any porch, balcony, underground parking facility, or rooftop mechanical structure. Lot area is to be calculated inclusive of any portion of a lot within the environmental policy area designation. All density restrictions shall be reflected in the implementing Zoning By-law.

c) Building heights exclusive of rooftop mechanical structures and any ornamental architectural detail shall not exceed three (3) storeys or 10

metres. All height restrictions shall be reflected in the implementing Zoning By-law.

d) Notwithstanding Section 7.3.4.3(c), in order to minimize negative environmental impacts and loss of privacy or views from adjacent properties, Council may require the preparation of a sun shade study and/or cross-section drawings in accordance with Section 7.3.4.2(c), which may have the effect of reducing the maximum building height for all or part of any lot.

e) Parking may be accommodated underground. Open lots will be discouraged with the exception of private driveways or parking areas for individual townhouses or similar units.

f) Signage for all uses shall be restricted to small and discrete signs without illumination.

g) Prior to the rezoning of any lands within the Medium Density Residential designation, Council may require the preparation of a Traffic Study in order to assess the potential trip generation and distribution associated with the proposed development in relation to the local road network.

7.3.4.4 Low Density Residential /Office Commercial

In order to provide an impetus for the preservation of existing historic homes, in addition to buffering adjacent stable low density residential areas, a Low Density Residential/Office Commercial designation has been provided along King Street at the east and west peripheries of the Core.

In addition to Section 7.3.3.1 and Section 7.3.4.1, development of lands designated Low Density Residential/Office Commercial on Schedule C-1 shall occur in accordance with the following provisions:

OPA 224

a) Land uses shall include a single-detached dwelling together with an accessory apartment unit; mixed-uses (comprising of a combination of a dwelling unit and professional offices or other similar compatible non-retail activities); and small institutional uses. No mixed-use development shall be permitted to contain stand-alone non-residential uses.

b) Mixed-use development, or renovation for the purpose of accommodating mixed-uses, shall be subject to Site Plan Control in accordance with Section 41 of the *Planning Act, 1990*, in addition to the following special provisions:

i) façade treatments will reflect a residential character;

ii) traditional house types will be retained and alterations or additions will be designed in a compatible manner;

iii) historic structures and architectural detail shall be retained;

iv) parking will be located in driveways, garages, and small parking areas limited to a maximum of three cars per parking area. All parking areas and driveways are to be hard surfaced;

v) new garages or parking areas will be encouraged in rear yards or side yards;

vi) existing setbacks should be maintained in relation to the established streetline;

vii) signs will be limited to small plaques without illumination; and,

viii) the scale of non-residential uses shall be determined through the implementing Zoning By-law.

c) Mixed-use development on lands within the Low Density Residential/Office Commercial designation may be subject to holding provisions in the implementing Zoning By-law. Lifting of such holding provisions by Council should be subject to approval of a detailed Site Plan in accordance with Section 7.3.4.4(b) and the criteria identified therein.

7.3.4.5 Low Density Residential

In addition to Section 7.3.3.1, and Section 7.3.4.1, development of lands designated Low Density Residential on Schedule C-1 shall occur in accordance with the following provisions:

a) The use of lands will be residential in nature, with emphasis placed on single-detached dwelling units and accessory apartments.

7.3.5 Bolton Core Commercial Area

7.3.5.1 General

The Boundaries of the Bolton Core Commercial Area, and the land use designations for that area, are shown on Schedule C-1, Bolton Core Land Use Plan. The Bolton Core Commercial Area consists of those areas designated general commercial within the Bolton Core.

The policies of Section 5.4 COMMERCIAL shall apply. Where there is a conflict between those policies and the policies of this Secondary Plan, the policies of the Secondary Plan shall prevail.

7.3.5.2 Commercial

In addition to Section 7.3.3.1 and Section 7.3.5.1, development of lands designated Commercial on Schedule C-1 shall occur in accordance with the following provisions:

a) All General Commercial uses, as described in Section 5.4.4, shall be permitted, except that:

i) All automotive related commercial uses shall be discouraged from locating in the Bolton Core; and,

OPA 191

ii) In order to achieve a pedestrian oriented streetscape, drive-through facilities, either stand-alone or in combination with other uses, shall not be permitted to locate in the Bolton Core.

and these policies shall be reflected in the implementing Zoning By-law;

b) Adaptive use of historic structures which maintains external historic features and wherever possible internal features, for the purposes provided in Section 7.3.5.2(a) shall be encouraged.

c) Commercial development, commercial/residential mixed-use development, and residential development may be permitted subject to the following:

i) Commercial uses shall be restricted to the uses as provided for in Section 7.3.5.2(a), and as permitted in the implementing Zoning By-law;

ii) If the development is mixed-use, residential uses shall be confined to floor levels higher than the first level completely above finished grade;

iii) Residential uses shall not be permitted on the ground floor of any development on King Street or Queen Street;

iv) Residential or mixed-use development shall be identified in a separate classification in the implementing Zoning By-law;

v) Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape;

vi) Development should be built to the streetline, to encourage the façade plane to define the street or public area;

vii) Parking and loading shall be accommodated at the rear of structures or underground;

viii) Driveways or entrances to parking areas shall not front onto Queen Street or King Street;

ix) Building densities will be encouraged to exceed 1.5 times lot area, but shall not exceed 3.0 times lot area. Lot area is to be calculated inclusive of any portion of a lot within the Environmental Policy Area; and,

x) Prior to the rezoning of any lands within the Commercial designation, Council may require the preparation of a Traffic Study in order to assess the potential traffic impact associated with the proposed development, in relation to the local road network.

7.3.6 Vehicular and Pedestrian Accessibility

The following policies reflect a long-term transportation plan for the Bolton Core Area which promotes vehicular accessibility to all areas of the core, while enhancing the pedestrian environment in accordance with Schedule C-1.

a) Non-local truck traffic through the Core is to be eliminated. In this regard, the Town will continue to pursue alternative routes for traffic around the Bolton Settlement.

b) Development may be phased in relation to traffic infrastructure capacity and the provision of alternate route facilities. Accordingly, traffic studies prepared in support of development proposals should address the need for phasing.

c) Minor improvements to Mill Street will be made east of Elm Street to reflect a 15 metre radius to accommodate possible transit usage.

d) Subject to the existence of necessary warrants, three new traffic signals shall be introduced at the following intersections:

   i) King Street and Mill Street;

   ii) Mill Street and Queen Street; and,

   iii) King Street and Ann Street.

   These signals will reduce vehicle speeds along Queen Street and King Street between the aforementioned intersections, thereby increasing pedestrian crossing safety. Signalization and associated reduced speeds will also provide more opportunities for vehicular turning movements, as well as improve accessibility for emergency vehicles, and increase access and visibility to outlying parking areas.

e) Pedestrian movement shall be enhanced through the provision of sidewalks appurtenant to all development.

f) Provision of sidewalks and streetlighting on existing Right-of-Ways throughout the Core shall be a priority to the Town.

g) A continuous walkway linkage shall be provided in proximity to the shores of the Humber River. In the long-term, the walkway may form part of a larger pedestrian open space system associated with the Humber watershed. In this regard, the Town or the Toronto and Region Conservation Authority may require land dedication for such purposes if precipitated by a development application on the subject lands.

h) Pedestrian access to residential areas outside of the Core Area shall be enhanced.

7.3.6.1 Parking

a) The Town may require that adequate parking provisions be made at existing residential or commercial properties where shortfalls exist, when changes in use are proposed.

OPA 224

b) In circumstances where insufficient parking spaces are available on-site for development or redevelopment proposals, the payment of cash-in-lieu of parking may be allowed in accordance with the cash-in-lieu of parking program implemented in the Bolton Core Area.

c) The Town may offer incentives to commercial landowners to provide parking spaces in excess of those required by any implementing Zoning By-law. Such incentives may include payments through a cash-in-lieu of parking fund, if available.

d) Appropriate signage will be provided to promote awareness of available parking locations.

e) Provision and maintenance of on-street parking on King Street and Queen Street shall be encouraged.

7.3.6.2 Transit

It is vital that the Bolton Core Area will become a key focal point as additional transit infrastructure becomes available within the Bolton area. Service may include routes linking the Core with the rest of the Bolton Settlement, and nearby suburban communities.

a) The design of an internal road system shall accommodate movement of transit vehicles and provide direct access for both transit vehicles and pedestrians. Design criteria should be based on the design speeds and Right-of-Way availability of designated roadways;

b) The design of an internal road system shall prevent dead-ends, back-tracking for pedestrians, and offset intersections. Direct through streets should be provided;

c) Walking distances to bus stops should be direct, short, and safe;

d) Sidewalks should be integrated along all streets with bus stops; and,

e) Safe crosswalks should be provided near bus stops.

7.3.7 **Heritage**

In addition to the policies of Section 3.3 of the Official Plan, conservation of heritage features within the Core area shall occur through:

a) Protection from purposeful destruction;

b) Appropriate restoration;

c) Repair or sympathetic alteration of a heritage feature to permit an existing or new use;

d) Enhancement by the addition of harmonious new development; and,

e) Maintenance through routine and sympathetic repair.

Archaeological evaluation will be a prerequisite to development in the Bolton Core Area unless the Ministry of Tourism, Culture and Sport resolves that such an evaluation is not necessary. As a result of the protective qualities provided by the natural valley system, as well as the presence of the Humber River, the area has relatively high potential for evidence of prehistoric habitation.

7.3.8 Environmental Policy Area

a) The policies of Section 5.7 shall be complied with.

b) A pedestrian walkway will be permitted within the Environmental Policy Area designation on Schedule C-1 in accordance with Section 5.10.4.5.13.20.

7.3.9 Implementation

This Secondary Plan shall be read in conjunction with the Policies of the Official Plan in considering development within the Bolton Core Area. In the case of a conflict between the Secondary Plan and the Official Plan, the Secondary Plan shall prevail. In addition, the policies of the Bolton Landscape and Streetscape Plan shall be adhered to.

Implementation of the Secondary Plan shall occur through adoption of appropriate Zoning By-laws and through detailed development review in accordance with the Site Plan Control provisions of Section 6.2.11 of the Official Plan.

7.4 WEST BOLTON SECONDARY PLAN AREA

7.4.1 Introduction

The following text, tables and maps identified as Schedule C-3 Land Use Plan attached hereto, constitute the West Bolton Secondary Plan Area.

7.4.2 Goals and Objectives

a) Establish a new Secondary Plan area in the Bolton Settlement, which complements the overall structure of Bolton and the remainder of the Town of Caledon.

b) Establish land uses which are compatible with existing and future land uses, meet the needs of the new neighbourhoods and foster a strong sense of community identity.

c) Accommodate a diverse population within the Secondary Plan area by providing opportunity for a variety of dwelling types and a range of social and recreational facilities to meet the residents' needs.

d) Contribute to the overall goal of providing a sufficient supply of both a range and mix of housing types which are accessible, affordable, adequate, and appropriate to the needs of the residents of the Town of Caledon.

e) Encourage innovative housing developments and designs in order to achieve more compact residential development and minimize the impact of development on the natural environment.

f) Achieve community form which makes effective use of land, services, community facilities and related infrastructure.

g) Recognize, preserve and enhance the significant environmental features within the Secondary Plan area through appropriate design and the establishment of parks, and environmental areas.

h) Develop a Secondary Plan area that is linked through roads, parks, walkways and other public facilities including strong pedestrian and vehicular connections to the existing Bolton Community to satisfy the passive and active recreational needs of the area.

i) Recognize archaeological and heritage resources which exist within the Secondary Plan area.

j) Develop a road system that provides for safe and efficient movement of people and goods in and out of the Secondary Plan area while maintaining compatibility with the long-term transportation plans for the Bolton Settlement Area.

k) Provide orderly residential growth, which will contribute to the industrial and commercial growth of the Bolton Settlement Area through the provision of adequate housing opportunities for the labour force.

7.4.3 Land Use - General

The expansion of the existing settlement area to the west, as recommended in the Official Plan, is a logical extension of the existing community form of Bolton. The residential extension of the settlement area to the C.P.R. lines on the west will provide an orderly extension of necessary residential lands while providing a specific man-made border (C.P.R. lines) between the residential uses and industrial uses to the south and west.

The Planning Area will be a residential community comprised of two neighbourhoods which will provide an opportunity for a range of housing throughout the designated area. A range of community uses are incorporated including two school sites, two park sites and trailway linkages associated with valleylands of the tributary to the Humber River. The two neighbourhoods are connected physically through pedestrian linkages and functionally through a central school park campus facility.

The land use plan incorporates a street pattern based on a modified collector grid which takes its form from the natural features of the site and is connected to the surrounding arterial road system. The system provides strategic access points into the neighbourhoods, facilitates, direct and safe pedestrian, bicycle and vehicular movement throughout the Secondary Plan area and permits ready access for transit services.

Ample opportunity to meet the density provisions of the Official Plan has been provided by the designation of lands for low, medium and high density residential development. Development within the Planning Area is intended to be fully serviced with water, sanitary and stormwater management facilities.

The exact boundary of the northwest section of Planning Area will be determined through the final alignment of the Bolton Arterial Roads. Land uses in this area shall be compatible with abutting lands and ultimate boundary adjustments will not require amendment to this plan. Development on the lots immediately adjacent to the Bolton Arterial Roads shall not proceed until the Environmental Assessment is completed and approved. Council may use the Holding Zone provisions of the *Planning Act* to ensure the alignment is protected in the interim.

The general land use budget is described in Table 7.4. On the basis of the land use plan approximately 90 hectares of land is available for residential development. A gross density of 17.3 uph for the policy Area, the maximum gross density provided for in the Official Plan would generate approximately 1500 units in the Secondary Plan area. The actual number of units by type will be determined through the processing of applications for draft plans of subdivision, site plan approval and the enactment of implementing Zoning By-laws. Minor adjustments in the spatial distribution on Schedule C-3 of density, unit mix or location of land uses will not require amendment to this plan.

7.4.4 Community Design

Within the Planning Area a high quality and consistent level of community design for the public and private realm is encouraged. Development should be attractive, safe, pedestrian-scale and transit supportive. The public realm of streets, parks and open space should be clearly defined by pedestrian-scaled buildings, landscape elements and other public amenities where appropriate.

As the Secondary Plan encourages a broad range of unit types, plans of subdivision should ensure compatibility of building types between areas of differing intensity through consideration of appropriate scale, massing and siting.

Design requirements, governing the provisions of features and facilities such as, but not limited to, streetscapes, noise barrier walls, stormwater facilities, walkways, landscape buffers, entrance gates/signs, streetlights, vending boxes and street furniture shall be set out in appropriate design guidelines for the entire Policy Area. Without limiting the foregoing, these design guidelines shall reinforce Bolton's small town community elements, enhance and continue the heritage streetscape for the King Street extension and establish architectural/ landscape focal points at the main entrances to the community.

7.4.5 Residential Policies

The overall average density for the entire Bolton Residential Area A Planning Area shall not exceed the gross density provided for in the Official Plan for Bolton Residential Policy Areas.

The following residential designations apply within the Planning Area as shown on Schedule C-3.

- Low Density Residential
- Medium Density Residential
- High Density Residential

Density calculations for these designations are based on the Official Plan and are expressed on a 'net' basis. Net density is defined as the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites, and environmental policy. For a plan of subdivision, the net area shall equal the sum of the area of the residential lots or blocks to be created by the draft plan.

Development shall be primarily by draft plan of subdivision although severances may be permitted on an infilling basis provided the intent of the policies contained herein is maintained.

Where appropriate, a range of dwelling types and lot sizes shall be encouraged. To achieve the proposed housing mix and density objectives,

draft plans of subdivision will be encouraged to provide a broad range of unit types.

Residential lots adjacent to arterial roads and/or the Canadian Pacific Railway shall provide sufficient building setback, berming and/or landscaping to attenuate noise and ensure safety to the satisfaction of the applicable agencies.

Aesthetic streetscapes shall be encouraged through the integration of varied building types. Higher density forms shall be integrated with and be compatible in scale and massing with surrounding development.

Within the Planning Area, the land uses, streets and servicing infrastructure shall be integrated in the plans of subdivision. New development shall be designed to maintain the quality and aesthetic characteristics of the Bolton Settlement Area.

7.4.5.1 Low Density Residential

The permitted uses in Low Density Residential areas shall be any residential building forms referred to in this section which do not exceed a density of 30 units per net hectare.

Low density residential building forms may include: single-family detached, semi-detached dwelling units, linked dwelling units, duplexes, townhouse blocks and other similar housing types.

7.4.5.2 Medium Density Residential

The permitted uses in Medium Density Residential areas shall be any residential building forms referred to in this section within a density range of 30-44 units per net hectare.

Medium density residential building forms may include: single-family detached, semi-detached dwelling units, linked dwelling units, duplexes, townhouse blocks, quattroplexes and any other similar housing type.

7.4.5.3 High Density Residential

The permitted uses in High Density Residential areas shall be any residential building forms referred to in this section within a density range of 45-87 units per net hectare.

High density residential building forms may include: quattroplexes, street or block townhouses, multi-storey and any other similar housing type.

One High Density Residential area is designated at the northwest quadrant of the future intersection of King Street and Coleraine Drive. This location provides the opportunity to incorporate High Density Residential and the Local Commercial site, as outlined in Section 7.4.6, as a community design focal point at this important entry in to part of the Planning Area.

7.4.6 Local Commercial

OPA 220

A small area (0.5 hectare) in the northwest quadrant of the future intersection of King Street and Coleraine Drive is designated for Local Commercial and its design shall be co-ordinated and integrated with the adjacent High Density Residential designation as a community design focal point. Total commercial floor space shall be restricted to a maximum of 1,300 m^2 (14,000 ft^2) with a maximum floor space of 465 m^2 (5,000 ft^2) for any one retail store. Site plan control and the design principles of Section 7.4.4 shall apply to this area. In addition, enhanced landscaping provisions shall be identified in the zoning by-law recognizing the importance of this intersection. The northwest quadrant of the Harvest Moon Drive – Coleraine Drive intersection is designated for Local Commercial use and its design shall be co-ordinated and integrated with the adjacent High Density Residential designation as a community design focal point. The total neighbourhood commercial floor space available for development within the Local Commercial designation shall be determined by the applicable zoning provisions in effect and shall be distributed proportionately between the two properties contained within this designation based on their respective sizes.

The maximum building height shall be no more than two (2) storeys.

The maximum gross floor area permitted for any one retail store shall not exceed 465m^2 (5,000 ft^2).

Site Plan Control and the design principles contained in Section 7.4.4 shall apply to this area. In recognition of the importance of the Harvest Moon Drive – Coleraine Drive intersection as a gateway to the residential neighbourhood beyond, development within the Local Commercial area shall incorporate a high standard of urban design. Enhanced landscaping shall be provided consistent with the provisions of the Town's Comprehensive Zoning By-law and the Town's Industrial/Commercial Design Guidelines.

Reciprocal access easements between and across the properties contained within the Local Commercial area shall be secured through the Site Plan approval process to ensure that their commercial development functions efficiently as an integrated whole and to ensure that access to Harvest Moon Drive is available to the northerly of the two properties in this location.

7.4.7 Parks

The Secondary Plan provides for the development of two neighbourhood parks to meet the active and passive recreational needs of the residents. The approximate locations of these parks are identified on Schedule C-3. Development of park sites will be in accordance with Section 5.15, Public Uses, of the Official Plan.

It is the intent of this plan to create a linked parks and open space system as generally shown on the Land Use Plan. Trail linkages between park sites

which utilize the valley system shall be encouraged to maximize access. To augment the continuity of the park system throughout the Planning Area, each subdivision submitted shall, where applicable, be encouraged to provide walkways or boulevard treatment to link park and open space areas and to promote pedestrian use. Where linkages are provided within road allowances, design principles may include dedicated pedestrian/bicycle paths, extra Right-of-Way widths, enhanced boulevard widths, landscaping and signage.

One Neighbourhood Park of a minimum of 2 hectares shall be located in the north central portion of the Planning Area adjacent to the two proposed school sites as shown on Schedule C-3. It is the intent of this plan that the park will be developed in conjunction with the school sites to maximize opportunities to share recreation facilities and to provide for the active and passive recreational needs of the community. Recreational facilities may include, but not be limited to play fields and play grounds. The Neighbourhood Park shall also provide an opportunity for preservation of a portion of the existing woodlot.

One Neighbourhood Park of an approximate size of 0.2 ha shall be located east of King Street as conceptually shown of Schedule C-3. It is the intent of this plan that the park will provide an opportunity to meet the passive recreational needs of the community.

7.4.8 Tableland Forest

An existing tableland forest is located to the northern portion of the Planning Area. It is the intent of this plan to preserve and enhance portion*s* of the forest as an environmental feature within the community as generally identified on Schedule C-3. The development concept involves a deliberate strategy of interconnecting this feature with the neighbourhood park/school campus and maximizing the potential for protection by preserving a portion of the woodlot in the park. The establishment of this environmental feature as part of a park will provide passive recreational, educational and interpretative opportunities for residents in the area, and will be supported by environmental management practices and forest management techniques as may be adopted by the Town from time to time. The Town shall utilize, where appropriate**,** the provisions of the *Planning Act* with regard to 5% land dedication and cash-in-lieu of parkland for acquisition of the forest. Individual landowners who provide Tableland / Forest in excess of the 5% provision shall be compensated in accordance with Section 7.4.17, Implementation, of this Plan by cash-in-lieu contributions from other landowners within the Municipality.

The limit of the portions of the woodlot to be preserved will be specifically determined through further review at the draft plan of subdivision stage. The final boundary of the forest to be preserved shall be staked in the field prior to draft plan approval in consultation with the Town. Where feasible,

a 15 metre vegetation buffer shall be established adjacent to or within the portions of the woodlot which are to be preserved.

As a condition of approval, the Town shall require a forest management report which a) provides an updated forest inventory; b) outlines proposed woodland management and protection measures; c) details required buffer plantings; d) addresses tree preservation issues, and e) provides for the development of a linked passive trail system. The trail system through the Tableland Forest area shall be developed by the individual landowners, in consultation with the Town of Caledon. Exact siting of the trail shall minimize grading and tree removal and be finalized prior to final approval**.**

7.4.9 **Environmental Policy Area**

The Environmental Policy Area classification is intended to recognize the valleyland characteristics associated with the tributary to the Humber River. These valleylands are an important natural feature of the community and shall be preserved. Uses are limited to conservation, non-intensive recreation and essential infrastructure.

Development adjacent to and facilities within the Environmental Policy Area shall be undertaken in accordance with the recommendations of the agency accepted Bolton South West Section Master Drainage Plan 1997 (Burnside Group of Companies), and the Basis Document. Residential lot lines may be coincident with the established top-of-bank, however, individual residential units shall be setback 10 metres from the top-of-bank.

The trail system through the Environmental Policy Area shall be developed by the individual landowners, in consultation with the TRCA and the Town of Caledon. Exact siting of the trail shall minimize grading requirements and be finalized prior to final approval. In the design of the trail system, proponents shall address pedestrian access, stormwater management requirements, woodlot preservation, proximity to top-of-bank, appropriate buffers from special features, and setbacks from residential areas.

The boundaries of the top-of-bank for the majority of the Environmental Policy Area designation contained on Schedule C-3 have been delineated by TRCA. These are to be confirmed during the draft plan of subdivision stage.

7.4.10 **Schools**

Two elementary school site locations, each approximately 2.2 hectares in size, have been identified as shown on Schedule C-3. The sites are to be developed with the adjacent park in a campus setting. This will facilitate joint use and achieve economies of land utilization. The school/park campus should have direct access to the collector road system. Exact location of the campus will be determined at the draft plan of subdivision stage.

In the event that a site is not required for school purposes, the site may be developed for residential uses compatible with adjacent residential uses without further amendment to this plan, provided all other policies of the

plan are adhered to including the land being developed in accordance with the underlying designation on Schedule C-3. School sites may be "dual" zoned to allow residential development as well as institutional uses. In addition, plans of subdivision for the residential use of the school blocks may be approved in advance of any decision by a school board to acquire the land.

7.4.11 Future Development

A Future Development block is located at the northwest quadrant of the future intersection of King Street and the Bolton Arterial. Upon the determination the exact location of this intersection, these lands may be developed for uses compatible with the surrounding land use without amendment to the Plan.

7.4.12 Heritage Resources

Conservation of heritage resources shall be consistent with the provisions of the Official Plan. The Planning Area includes substantial areas with moderate to high potential for undiscovered archaeological remains. Prior to final approval of new draft plans or development, a detailed archaeological examination shall be conducted for those areas not previously investigated in accordance with the Archaeological Guidelines of the Town of Caledon. Existing and discovered burial sites shall be treated in accordance with the provisions of the *Ontario Cemeteries Act*.

It is the intent of this Secondary Plan to encourage the retention and conservation of heritage resources of architectural and/or historical merit and promote the integration of these resources into new development proposals. In this context, a historic farm house is located in the easterly portion of the Planning Area. Prior to final approval of the subdivision plan east of Coleraine Drive, the Town in conjunction with the owner shall determine the manner in which the heritage building shall be retained or relocated.

7.4.13 Transportation

The transportation system servicing the Secondary Plan Area shall be developed in accordance with standards established by the Town. Schedule C-3 depicts the hierarchy of roads. The plan is highlighted by a central collector road providing access to and from the eastern and western arterial road network. The new school campus facility is located on this collector.

Schedule C-3 accommodates the proposed Bolton Arterial Route. All new plans of subdivision and development proposals shall be designed to protect the proposed route alignment. Prior to draft approval, consideration shall be given to necessary transportation improvements including the implementation, where appropriate, of the Bolton Arterial Route or alternative measures as approved by the Town. The development of the lands within the Planning Area is not, however, contingent on the construction of the alternative route. The exact alignment of the Arterial

Route will be finalized during the ongoing Environmental Assessment. Minor adjustments to the Land Use Schedule and to the boundary of the Secondary Plan Area may occur upon finalization of the alignment without further amendment to this plan.

Private driveway access to all arterial roads shall be prohibited and shall be obtained by internal roads system.

The road system has been designed to facilitate the future extension of public transit to the area. The collector road traversing the north west quadrant of Special Policy Area A shall have a minimum Right-of-Way width of 22 metres.

Ellwood Drive will be realigned, in accordance with further discussions between the Region, the Town and the adjacent landowner, in consultation with CP Rail. Schedule C-3 outlines a conceptual realignment of this future collector road. Finalization of this realignment will not require amendment to this plan.

7.4.14 Servicing

All development in the Planning Area shall be serviced by municipal sanitary and storm sewers, municipal water, hydro and other utilities. The design of these services shall comply with the current standards of the Town and with the standards of the various public and private utilities concerned.

No final approval of subdivisions will be given to any parcel of land within the Planning Area until such time as the necessary stormwater, piped water and sanitary sewer facilities to serve the proposed development are available. Stormwater management facilities will be permitted within the Environmental Policy Area pursuant to the Master Drainage Plan approved for the Secondary Plan Area.

Development shall generally proceed in accordance with the approved Bolton South West Section Master Drainage Plan, Technical Update, January 1997; the approved Servicing of Residential Policy Area A, September 1996 by the Burnside Group of Companies; and, in accordance with the recommendations of the appropriate agencies. As a condition of final approval, a qualified engineer shall certify that plans of subdivision are generally in compliance with the Master Drainage Plan, recognizing that minor adjustments to the Master Drainage Plan can occur during the processing of draft plan of subdivision.

7.4.15 Cost-Sharing

A cost-sharing shall be instituted whereby the portion of the costs of major roads, trunk utilities and other public and/or community facilities (schools, parks, woodlot) servicing the whole area, including the costs of predevelopment planning studies, which may be chargeable to private development, will be shared by all benefiting development, appropriately pro-rated among the owners affected. The program will be implemented through the *Development Charges Act*, front-ending agreements and other

cost-sharing agreements. This provision is to allow for the equitable and ordered development of planning area by sharing the burden of community use loads on all benefiting owners.

7.4.16 **Phasing**

The development of this secondary plan may take place in phases. Any phasing shall take place in accordance with the phasing policies of the Official Plan specifically Section 6.2.1.7. In addition, on certain lands abutting the Bolton Arterial Route, appropriate phasing shall occur to protect the alignment of the Bolton Arterial Route.

7.4.17 **Implementation**

The provisions of the Official Plan, regarding the implementation of the Plan, shall apply with regard to this Secondary Plan.

The land use pattern shown on Schedule C-3 Land Use Plan, attached hereto, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries and the street pattern shall not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

Appropriate Zoning By-law(s) shall be enacted to implement the land use designations of this plan and new plans of subdivision or development.

The Town may require a parkland dedication at a rate up to 5% of the land included in the residential development or plan of subdivision. The Town may accept portions of the Tableland Forest as part of a landowner's park dedication requirements. Where the Tableland Forest is to be acquired by the Municipality, the landowner shall be compensated for at a value consistent with the Town's cash-in-lieu policy.

Table 7.4: West Bolton - Land Use Distribution Policy Area A

Land Use	Net Area (ha)	Land Area (%)	Units[1]
Residential: Low Density	41.2	41.2	812
Residential: Medium Density	20.3	20.3	624
Residential: High Density	0.9	0.9	45
Environmental Policy Area	6.8	6.8	

Parkland and Tableland Forest	4.9	4.9	
Schools	4.5	4.5	
Roads	18.1	18.1	
Bolton Arterial Road	2.8	2.8	
Future Development	.05	.05	
Total	**100.0**	**100.0**	**1481**

[1] Estimated from draft plan submissions and assumptions on vacant lands based on the lands developing at maximum density.

7.5 NORTH EAST BOLTON SECONDARY PLAN

7.5.1 Introduction

The following text, table and map identified as Schedule C-4 Land Use Plan attached hereto constitute the North East Bolton Secondary Plan.

7.5.2 Goals

a) To establish a new Secondary Plan area in the Bolton Settlement, which compliments the overall structure of Bolton and the remainder of the Town of Caledon.

b) To establish land uses which are compatible with existing and future land uses, meet the needs of new residential neighbourhoods and foster a strong sense of community identity.

c) To accommodate a diverse population within the Secondary Plan area by providing opportunity for a variety of dwelling types and a range of social and recreational facilities to meet the residents' needs.

d) To contribute to the overall goal of providing a sufficient supply of both a range and mix of housing types which are accessible, affordable, adequate, and appropriate to the needs of the residents of the Town of Caledon.

e) To encourage innovative housing developments and designs in order to achieve more compact residential development and minimize the impact of development on the natural environment.

f) To achieve community form which makes effective use of land, services, community facilities and related infrastructure.

g) To recognize, preserve and enhance the significant environmental features adjacent to the Secondary Plan area through appropriate design and the establishment of parks, and open space areas, within the Secondary Plan area.

h) To develop a Secondary Plan area that is linked through open space, roads, parks, walkways and other public facilities including connection to the existing Bolton Settlement Area to satisfy the passive and active recreational needs of the community.

i) To recognize archaeological and heritage resources which exist within the Secondary Plan area.

j) To develop a road system that provides for safe and efficient movement of people and goods in and out of the Secondary Plan area, while maintaining compatibility with the long-term transportation plans for the Bolton Settlement Area and surrounding area.

k) To provide orderly residential growth which will contribute to the industrial and commercial growth of the Bolton Settlement Area

through the provision of adequate housing opportunities for the labour force.

7.5.3 Land Use – General

The expansion of the existing Bolton Settlement Area to the east is a logical extension of the existing community and represents an infilling and rounding out of the settlement to Columbia Way and the valley systems associated with Cold Creek, a Humber River tributary.

The land use designations for the North East Bolton Secondary Plan establish the general pattern for future development in the Secondary Plan area. The policies for these designations are set out in the following subsections.

The Secondary Plan area will be a residential community providing for a range of housing, parks and open space linkages to service the needs of the north hill community.

The land use plan incorporates a street pattern based on a modified grid which takes its form from the existing arterial road system and the natural features of the site. The street pattern provides strategic access points to the existing road network and surrounding neighbourhoods, offers safe and efficient pedestrian, bicycle and vehicular movement throughout the Secondary Plan area and permits ready access for the provision of future transit services.

Mount Hope Road south of Columbia Way is proposed to be closed and developed for residential purposes, while Guardhouse Drive is to be extended east to connect to a new north-south 20 metre local road intersecting Columbia Way.

Lands adjacent to existing development west of the portion of Mount Hope Road to be closed shall be developed for low density single-detached residential uses consistent with these adjacent lands.

The policies of this Plan also provide for development in circumstances where the municipality elects not to close this portion of road allowance.

Development within the Secondary Plan area will be fully serviced with water, sanitary and stormwater management facilities.

OPA230 The Secondary Plan includes approximately 38 hectares of land that may be available for residential development. At the maximum permitted density of 19 units per hectare gross, approximately 725 units may be generated (based on the definition of gross density in the Official Plan). The actual number of units by type will be determined through the processing of applications for draft plans of subdivision, site plan approval and the enactment of implementing Zoning By-laws. Minor adjustments in the spatial distribution of density, unit mix or location of land uses on Schedule C-4 will not require amendment to this plan.

7.5.4 Community Design

Within the Secondary Plan area, a high quality and consistent level of community design for the public and private realm is encouraged. Development should be attractive, safe, pedestrian-scale and transit supportive. The public realm of streets, parks and open space should be clearly defined by pedestrian-scaled buildings, landscape elements and other public amenities where appropriate.

As the Secondary Plan encourages a broad range of unit types, plans of subdivision should ensure compatibility of building types between areas of differing intensity through consideration of appropriate scale, massing and siting.

Design requirements governing the provisions of features and facilities such as, but not limited to, streetscapes, noise barrier walls, stormwater facilities, walkways, landscape buffers, buffering of adjacent environmental lands, entrance features, streetlights, vending boxes and street furniture shall be set out in appropriate design guidelines for the Planning Area. Without limiting the foregoing, specific design guidelines shall be established which reinforce Bolton's small town community elements and which establish an architectural/landscape focal point at the future intersection of Columbia Way and any local collector roads.

7.5.5 Residential Policies

Low and medium density residential designations apply within the Secondary Plan Area as shown on Schedule C-4. Density calculations are based on the policies of the Official Plan and are expressed on a "net" basis. Net density is defined as the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites and environmental policy area. For a plan of subdivision, the net developable area shall equal the sum of the area of the residential lots or blocks to be created by the draft plan.

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The gross density for the entire North East Bolton Secondary Plan area shall not exceed an overall average density of 19 units per gross hectare. An individual development will not be required to specifically meet this density provided, however, the density for the Secondary Plan area does not exceed the overall gross density.

Development shall be primarily by draft plan of subdivision, although severances may be permitted on an infilling basis provided the intent of the policies contained herein is maintained.

Where appropriate, a range of dwelling types and lot sizes shall be encouraged in the Secondary Plan area. To achieve the proposed housing mix and density objectives, draft plans of subdivision will be encouraged to provide a broad range of unit types.

Within the Secondary Plan area, the land uses, streets and servicing infrastructure shall be integrated in the plans of subdivision. New

development shall be designed to maintain the quality and aesthetic characteristics of the Bolton Settlement Area.

7.5.5.1 Low Density Residential

The permitted uses in Low Density Residential areas shall be any residential building form referred to in this section which does not exceed a density of 30 units per net hectare.

Low density residential building forms may include: single-detached and semi-detached dwellings, linked dwelling units, duplexes, and other similar housing types.

Notwithstanding the above, lands designated Low Density Residential within the Mount Hope Road allowance between Columbia Way and Guardhouse Drive, immediately adjacent to existing development to the west, shall be permitted to develop in the form of single-detached dwelling units only, and at a density consistent with existing development to the west.

7.5.5.2 Medium Density Residential

The permitted uses in Medium Density Residential areas shall be any residential building forms referred to in this section within a density range of 30 – 44 units per net hectare.

Medium density residential building forms may include: single-detached and semi-detached dwellings, linked dwelling units, duplexes, triplexes, fourplexes and any other similar housing type.

7.5.6 **Neighbourhood Park**

The Secondary Plan provides for the development of a neighbourhood park to meet the active and passive recreation needs of residents. The neighbourhood park is intended to serve the Secondary Plan area as well as adjacent neighbourhoods.

The uses permitted may include active and passive recreational pursuits such as playgrounds, baseball diamonds, soccer fields, tennis courts, basketball courts, and accessory buildings and structures associated with such uses.

The Neighbourhood Park of approximately 2.0 hectares is located in the south central portion of the Secondary Plan area as shown on Schedule C-4.

A linked passive trail system shall be provided on lands included within the Secondary Plan area, and in some areas may extend beyond the boundary of the Secondary Plan area into the surrounding EPA designation. The linked passive trail system shall be developed by individual landowners in consultation with the Town of Caledon and TRCA. In design of the trail system, proponents shall address pedestrian access, minimization of grading, stormwater management requirements, proximity to top-of-bank,

appropriate buffers for environmental features, and setbacks from residential uses.

Exact siting of the trail system shall be finalized prior to final approval of subdivision plans.

7.5.7 Low Density Residential / Medium Density Residential

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The Low Density Residential/Medium Density Residential designation in the Secondary Plan area applies to the delineated lands of the former Toronto Montessori School/Bolton Camp. This designation permits the residential development of the subject property at either low or medium density or a combination thereof. The density and building form shall be in accordance with the Low and Medium Density Residential policies of Section 7.5.5.1 and Section 7.5.5.2, respectively.

Development of the subject lands shall adhere to a high standard of urban design with particular regard to building siting and location, building elevation designs, garage treatments and the use of appropriate building materials. Site plan control shall apply this area. Lands immediately fronting onto and having access onto the Crestridge Drive cul-de-sac bulb shall be developed for low density single-detached housing purposes only and shall include the provision of an emergency access to the subject lands not less than 6m in width.

7.5.8 Special Study Area

An area of land on the Bolton Camp property located to the south and east of the present terminus of Mount Hope Road has been designated a Special Study Area. This designation applies to a narrow, irregularly shaped parcel of land, which is above the preliminary top-of-bank limits, but which contains a mixture of pine plantation and naturally regenerating woodlands, and is surrounded by Environmental Policy Area (EPA). The detailed studies required to determine whether development may be appropriate, and if so, what form of development may be appropriate, have not been undertaken.

Prior to any development being considered within a portion or all of the Special Study Area lands, appropriate studies are to be completed in accordance with Sections 6.2.1.6, and 5.7.3.7 of the Official Plan and Section 7.5.9 of this Secondary Plan. Specific study requirements shall be determined by the Town, the TRCA, and the Region of Peel, and particular emphasis will be placed on a detailed examination of the environmental significance of the site, including its status in relation to the Greenland System in Peel, and the functional relationships between these lands and the surrounding EPA lands.

7.5.9 Groundwater Resources

The Secondary Plan area is bounded to the east and south by the valley features associated with Cold Creek, a tributary of the Humber River. Environmental information submitted in support of the Secondary Plan

identified Cold Creek as a significant cold water stream and noted a number of groundwater seepage areas in the valley features surrounding the Secondary Plan area. In order to identify and develop strategies to protect these localized seepage areas, detailed investigations will be required as conditions of draft approval, including, but not necessarily limited to: testing of local soil and geotechnical conditions to identify local groundwater features and functions; and, the installation of monitoring wells. The extent and scope of such investigations shall be determined by the Town in consultation with the applicant and the TRCA, and should be done in conjunction with required geotechnical studies.

7.5.10 Heritage Resources

Conservation of heritage resources shall be consistent with the provisions of the Official Plan. Prior to final approval of draft plans of subdivision or site-specific development proposals, a detailed archaeological examination shall be conducted in accordance with the Archaeological Guidelines of the Town of Caledon.

It is the intent of this Secondary Plan to encourage the retention and conservation of buildings of archaeological and/or historical merit and to promote the integration of these resources into new development proposals.

7.5.11 Transportation

The transportation system servicing the Secondary Plan Area shall be developed in accordance with standards established by the Town of Caledon. Schedule C-4 identifies the existing road network to the Secondary Plan Area and the proposed collector road system.

Portions of Mount Hope Road south of Columbia Way are identified to be closed as development proceeds and the proposed north-south 20 metre local road is extended to Columbia Way. In this instance, priority shall be given to protecting access for existing residents accessing Mount Hope Road south of Columbia Way.

The Plan recognizes, however, that the jurisdiction to close this portion of public road allowance is vested in Council by the *Municipal Act*. Therefore, the policies of this Plan provide for circumstances where the Council of the Town of Caledon elects not to close the road. In such event, Mount Hope Road south of Columbia Way is to be reconstructed as a local road with direct driveway access permitted to both residential and commercial uses on the east side of the road allowance.

Private driveway access for new development with the exception of lands designated local convenience shall be prohibited to Columbia Way and shall be accessed through the internal road network.

7.5.12 Servicing

All development within the Secondary Plan Area shall be serviced by municipal sanitary and storm sewers, municipal water, hydro and other

utilities. The design of these services shall comply with current Town standards and with the standards of the various public and private utilities concerned.

No final approval of subdivision will be given to any parcel of land within the Secondary Plan area until such time as the necessary stormwater, piped water and sanitary sewer facilities to serve the proposed development are available. Stormwater management facilities shall be developed generally in accordance with the report prepared by Cumming Cockburn Limited in support of this Secondary Plan, and may be permitted within an Environmental Policy Area pursuant to the completion of a Master Drainage Plan for the Secondary Plan area and acceptance of the plan by the Town and TRCA.

7.5.13 **Cost -Sharing**

A cost-sharing agreement shall be instituted whereby the portion of the costs of major roads, trunk utilities and other public and/or community facilities such as parks, servicing the whole area, including the costs of predevelopment planning studies, which may be chargeable to private development, will be shared by all benefiting development, appropriately pro-rated among the owners affected. The program will be implemented through the *Development Charges Act*, front-ending agreements and other cost-sharing agreements. This provision is to allow for the equitable and ordered development of the Planning area by sharing the burden of community use loads on all benefiting owners.

7.5.14 **Phasing**

The development of this secondary plan may take place in phases. Any phasing shall take place in accordance with the phasing policies of the Official Plan specifically Section 6.2.1.7.

7.5.15 **Implementation**

The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Secondary Plan including the potential need for additional studies as provided by Section 6.2.1.6.

The land use pattern shown on Schedule C-4 North East Bolton Land Use Plan, attached hereto, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations in land use boundaries and the street pattern shall not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

Appropriate Zoning By-law(s) shall be enacted to implement the land use designations of this plan and new plans of subdivision or development.

The Town may require a parkland dedication at a rate up to 5% of the land included in the residential development or plan of subdivision.

7.6 INGLEWOOD VILLAGE PLAN - DELETED

7.7 CALEDON EAST SECONDARY PLAN

7.7.1 Introduction

Within the hierarchy of settlements set out in this Official Plan, the Rural Service Centres: Bolton, Caledon East and Mayfield West, are identified as rural towns serviced by full piped water and sewer services. The Rural Service Centres are to provide a wide range of services to large areas of the Town, and serve as the primary growth areas. Caledon East is also the administrative centre for the Town as a whole and is the location of major educational, recreational and commercial facilities.

Incorporated in 1957, the Village of Caledon East was one of the original five municipalities amalgamated to form the Town of Caledon on January 1, 1974. Caledon East originated as a small local centre, providing goods and services to the surrounding agricultural community. It eventually developed into a larger service centre with a diversity of commercial enterprises and community facilities and ultimately became the administrative centre of Caledon. The Town Hall, a Community Complex, the OPP office, and two elementary schools and a secondary school are located in Caledon East. Caledon East is a focal point along the Caledon Trailway. Development in Caledon East has been mainly residential with new lots increasing in size over time in response to changing requirements for septic systems.

Mono Road was a stopping-off place on the stage route between Toronto and Mono Mills. When the Toronto, Grey and Bruce Railway passed through in 1871, Mono Road Station became a significant shipping point for grain and timber. Mono Road currently has a small number of commercial enterprises. Residential growth has been very slow, in keeping with its status as a hamlet.

Caledon East and Mono Road became fully serviced communities with the installation of a sanitary sewer by the Region of Peel in 1994. Piped water is provided by municipal wells operated by the Region of Peel.

The Caledon East Secondary Plan Study Area lies in a complex geological area at the junction of the Niagara Escarpment, the Oak Ridges Moraine and the Peel Plain. The area is mainly within the Humber River watershed, being bisected by Centreville Creek. The southwest corner of the Secondary Plan Area drains to the Little Credit River.

The south half of the Secondary Plan Study Area is intensively farmed. In the north half there are three estate residential subdivisions and some agriculture is carried out, although the soils are poorer than in the south. To the north and east of Caledon East are large Environmentally Significant Areas (ESAs) containing wetlands, woodlands and the stream corridors of Centreville Creek and its tributaries.

Section 5.10.4.4.2 of the Caledon Official Plan requires that a study be undertaken to develop a Secondary Plan which will address the function of

the Caledon East Rural Service Centre including land uses, community facilities and municipal services. The Secondary Plan Study examined Caledon East in its broader environmental and land use context, resulting in amendments to the Environmental Policy Area designation and the confirmation of the existing Agricultural and Rural designations and policies in the surrounding area. The Study also confirmed the status of Mono Road as a Hamlet and the corresponding policies in the existing Official Plan. In 2003, the Caledon East Secondary Plan was further amended to bring it into conformity with the ORMCP. The Caledon East Area Secondary Plan, along with the related documents described below provides a detailed framework for guiding the evolution of the Caledon East community to the year 2031.

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The following documents are supplementary to the Caledon East Secondary Plan and provide additional direction and guidance with regard to implementing the policies of the Secondary Plan:

a) The Caledon East Comprehensive Environmental Impact Study and Management Plan which makes general and property-specific recommendations for environmental enhancement and protection in the Caledon East Area; and,

b) Community Design Guidelines for Caledon East to address community design issues in new development areas will be prepared.

7.7.2 Objectives

In addition to the objectives established elsewhere in this Plan, the following objectives have been established specifically for the Caledon East Area:

a) To allow for growth in Caledon East in keeping with its role as a Rural Service Centre while recognizing Caledon East's rural setting and role as the Town's administrative centre;

b) To create a compact community that maintains the character of the surrounding rural landscape, makes effective use of land and services and facilitates pedestrian and vehicular access to community facilities and services;

c) To adhere to the Ecosystem Planning and Management Objectives contained in Sections 3.2 and 5.7 of this Plan;

d) To implement the recommendations and strategies contained in the Caledon East Comprehensive Environmental Impact Study and Management Plan;

e) To foster integration within the community by providing a diverse mix of housing types and encouraging innovative housing developments while retaining the predominance of single-detached residential dwellings;

f) To strengthen and protect the commercial core and provide development and redevelopment opportunities within the core;

g) To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings and significant landscape features and views;

h) To encourage and facilitate pedestrian activity by providing a system of open spaces, trails and pedestrian walkways that interconnect the residential neighbourhoods, the core, community facilities and the Caledon Trailway;

i) To create streetscapes that enhance the character of Caledon East and provide a safe and pleasant pedestrian environment that contributes to a sense of community;

j) To provide for employment opportunities through office and service commercial uses as part of mixed-use development, and through home-based businesses;

k) To provide and promote a broad range of recreational, cultural, educational and environmental resources to attract visitors and serve the residents of the area;

l) To integrate the commercial and institutional/recreational areas of the community and strengthen the existing institutional/recreational corridor along Old Church Road;

m) To protect the character of Mono Road as a hamlet; and,

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n) To conform to the objectives and requirements of the ORMCP as generally contained in Section 7.10 of this Plan, where applicable.

7.7.3 The Structural Concept

The Structural Concept establishes an overall vision for the evolution of the Caledon East Area to the year 2031 and forms the basis for the Secondary Plan policies and designations. The Structural Concept envisages a compact Caledon East Settlement Area centered on the existing commercial core surrounded by rural countryside containing agricultural uses, the estate residential lots that currently exist, and the hamlet of Mono Road.

The settlement area boundary for Caledon East has been established based on a rounding out of the settlement recognizing the natural boundaries created by the Environmental Policy Area designation, and the existing road network. The intent is to create a well-defined edge to the settlement by containing it within a "greenbelt". This will preserve the rural landscape surrounding Caledon East, protect Prime Agricultural Land to the south, and maintain Mono Road as a separate rural community. The EPA designation currently forms a greenbelt along the north-west and south-east boundaries of the settlement. Opportunities to complete the greenbelt will be pursued through the creation of open space corridors and trail links as part of new development, environmental rehabilitation initiatives, and the regulation of

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land uses outside the settlement boundary, in accordance with the Prime Agricultural Area, General Agricultural Area and Rural Lands policies of this Plan.

Caledon East's residential growth within the planning period will occur within the expanded Settlement Area boundary in two phases. The first phase will be realized prior to 2016 and will result in a population of approximately 6,400. The first phase will include the development of designated lands within the existing settlement boundary and new residential areas incorporated into the settlement area by this Secondary Plan. These new areas will round out the southern boundary and include pockets of undeveloped land surrounded by the Environmental Policy Area designation to the north of Walker Road West and Marilyn Crescent.

The second phase of residential development will occur between 2016 and 2021, and will result in a population of approximately 8,400. The settlement will be extended to the northwest as far as Mountainview Road and to the northeast, north of Old Church Road and east of Innis Lake Road. A 10 to 12 ha area north of Old Church Road and east of Robert F. Hall Secondary School will be reserved for a future outdoor recreational facility.

The majority of the new development areas are designated Low Density Residential, which will permit a range of housing types to be intermixed within the development. Two Medium Density sites and potential residential intensification in close proximity to the Commercial Core will maximize pedestrian access to facilities and services.

Airport Road and Old Church Road are the "Main Streets" of Caledon East. Airport Road will continue as the commercial focus for the community, and three commercial areas have been identified within the Airport Road corridor. These are the Commercial Core or traditional downtown located between Walker Road and the Caledon Trailway, the South Commercial Area consisting of the IGA plaza, and a Special Use Area located north of Walker Road that will permit a limited range of tourism oriented uses.

The Old Church Road corridor is intended to develop as an institutional/recreational and office/service commercial focus. The Institutional designation has been enlarged on Schedule D to provide for expansion of the separate elementary school site, and an adjacent neighbourhood park has been conceptually identified. A Community Focus Area has been identified on the north side of Old Church Road, which would consist of higher density mixed office/service commercial and residential development and a public open space area in the form of a town square. A mixed-use corridor along the north side of Old Church Road has also been designated to permit office and personal service commercial uses on the ground floor of residential buildings.

Park/school sites have been provided in accordance with the requirements of the Boards of Education and the Master Recreation Plan. The development of trails will be encouraged to create pedestrian linkages

between parks, the Environmental Policy Area, the core and the residential neighbourhoods. Trail linkages are shown conceptually on Figure 17 attached as an appendix to this Secondary Plan.

7.7.4 Community Design

Good community design is important to successfully integrate the new growth projected for Caledon East while maintaining and potentially enhancing the character of the community as a rural small town. Residents of Caledon East have expressed their strong interest in community design as a means of retaining the aspects of Caledon East that they value. Through the public consultation process, the following values were expressed by the community:

1. Maintaining the historic character and desire for a traditional "main street" commercial area with appropriate (and preferably traditional) architectural style;
2. The preservation and enhancement of natural features;
3. The integration of common open space within the community;
4. Streetscapes that are greener, pedestrian friendly and safe;
5. Further development of the trailway system including improved and new connections to link all neighbourhoods, community facilities and services and open space;
6. Integration of housing types;
7. Good architectural design, particularly for medium density development, safety and crime prevention through design;
8. Gateway entrance features to the community.
9. Maintaining views of valued landscape features and the night sky.

7.7.4.1 Community Design Principles

The following Community Design principles have been developed to ensure that new development and redevelopment in Caledon East is compatible with the values listed above. These principles form the basis for certain policies within this Secondary Plan pertaining to residential and mixed-use development, and for supplementary Community Design and Architectural Guidelines. These principles, policies and guidelines, in conjunction with the Caledon East Streetscape Concept and Architectural Guidelines will be used by the Town in its evaluation of development and/or redevelopment proposals submitted for parcels located within the settlement boundary.

a) Community design shall be used to maintain/create the appearance of a rural small town, focused on a commercial core consisting of a traditional "main street" along Airport Road and mixed residential/commercial areas along Airport Road and Old Church Road.

b) The Caledon East Streetscape Concept and Architectural Guidelines have been adopted by Council to guide the redevelopment of the Commercial Core. These guidelines address the layout of commercial sites and the architectural character of commercial buildings, as well as the streetscape character. Development in the Caledon East Commercial Core Area shall conform to the adopted Caledon East Streetscape Concept and Architectural Guidelines which provide guidance for site layout, landscaping, and architectural form and detail. As new development extends along Airport Road and Old Church Road, the design standards for streetscaping as outlined in the Caledon East Streetscape Concept shall apply.

c) Design requirements governing features and facilities such as, but not limited to, streetscapes, housing styles, lot size mix and layout, noise barriers, stormwater facilities, walkways, landscape buffers, entrance gates/signs, streetlights, shall be set out in appropriate Community and Architectural Design guidelines for the mixed-use and residential areas of Caledon East. Development proponents will be required to demonstrate how they have addressed and incorporated the design guidelines into their proposals. Without limiting the foregoing, these design guidelines shall reinforce Caledon East's small town community elements, and establish architectural/landscape focal points at the main entrances to the community.

d) Airport Road is a High Capacity Arterial and Old Church Road is a medium Capacity Arterial intersecting in the core of Caledon East. These streets accommodate regional and inter-regional traffic, but they also play a prominent role in defining Caledon East's small town character and community life as locations for and connections between community facilities and services. It is intended that these roads be integrated into the community fabric and exhibit a pedestrian oriented character and scale in keeping with the small town setting. Consequently, commercial and residential development will be oriented toward the street; back lotting and sound walls will be discouraged.

e) The arterial roads will be the foci for mixed-use and higher density residential development. Outside the Commercial Core, buildings incorporating professional office or service commercial enterprises on the ground floor and containing one or more residential units will be considered along these corridors. Such buildings and lots will be residential in character.

f) Low Density Residential neighbourhoods will generally consist of a mix of lot sizes and housing types, with single-dwellings predominating. The mixing of single-dwellings, semi-detached dwellings and townhouses is encouraged within each neighbourhood, subject to the maximum density specified in this Plan. Plans of

subdivision should ensure compatibility of building types through consideration of appropriate scale, massing and siting.

g) The Medium Density Residential areas are generally intended to provide forms of housing and higher densities that are not generally available in the Low Density designation in areas with good access to community services.

h) The various types of dwelling units permitted in the Low Density Residential designation shall be visually integrated through compatible building heights, roof lines, eave heights, and window elevations.

i) New residential streets, where possible, will be laid out in a modified grid pattern, creating pedestrian and vehicular interconnections within and among neighbourhoods, the open space system and the core.

j) To enhance safety and community interaction, streetscapes will be designed to maximize visibility and encourage pedestrian use. In residential areas, the protrusion of garages in front of the house façade will be avoided or minimized, and architectural designs incorporating front porches will be strongly encouraged.

k) Natural Areas should be incorporated into the community structure as open spaces and green corridors, with appropriate setbacks.

l) Important views of the Niagara Escarpment, the Oak Ridges Moraine, the Centreville Creek valley and other significant natural and built features should be identified and protected.

m) The existing network of trails should be protected and enhanced to strengthen the role of the community as an important recreational node, and to recognize the potential economic and social benefits of this role.

n) Stormwater management facilities will feature naturalized landscaping and where appropriate will be incorporated into the recreational open space system.

7.7.5 **Residential Policies**

7.7.5.1 General Policies

7.7.5.1.1 Low and Medium Density Residential and Special Residential designations apply within the Caledon East Settlement Area as shown on Schedule D. The predominant use of land within these designations shall be residential.

7.7.5.1.2 The policies of Section 5.10 SETTLEMENTS shall apply. Where there is a conflict between those policies and the policies of this Secondary Plan, the policies of the Secondary Plan shall prevail.

7.7.5.1.3 Notwithstanding Section5.10.3.14, residential intensification in Caledon East will only be permitted in close proximity to the Commercial Core Area.

7.7.5.1.4 Development of residential areas shall be based on a "net" basis. Net density is based on the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites and Environmental Policy Area.

7.7.5.1.5 Notwithstanding Section 7.7.5.1.4, the parkette on lands described as Part of the West half of Lot 4, Concession 6 EHS, will not be excluded from the land area proposed to be developed for residential uses for the purposes of calculating net density.

7.7.5.1.6 Development shall be primarily by plan of subdivision, although specific development may proceed by plan of condominium, site plan or part lot control, if considered appropriate by the Town of Caledon.

7.7.5.1.7 Reverse frontages and sound walls shall be discouraged on Airport Road and Old Church Road. Where direct driveway access is not feasible, reasonable efforts shall be made to maintain the appearance of frontage through such measures as building orientation, architectural design, site layout, landscaping and the use of service roads. Where these measures are not feasible, preference will be given to the use of berms and landscaping rather than fencing adjacent to collector roads.

7.7.5.1.8 Within the Caledon East Settlement Area, new development shall be designed to maintain the quality and aesthetic characteristics of the Caledon East Settlement Area. Development proponents will be required to demonstrate how they have addressed and incorporated the Caledon East Community Design Principles and Guidelines into their proposals, to the satisfaction of the Town.

7.7.5.1.9 New residential development shall address the recommendations and strategies contained in the Comprehensive Environmental Impact Study and Environmental Management Plan and requirements for comprehensive stormwater management plans to the satisfaction of the Town and other relevant agencies such as the Toronto Region Conservation Authority and the Region of Peel as applicable. Development proponents will be required to carry out such studies and investigations as deemed necessary by the Town and other relevant agencies. The specific scope and extent of such studies shall be determined through pre-consultation between the proponent and relevant agencies.

7.7.5.2 Low Density Residential

7.7.5.2.1 The uses permitted in the Low Density Residential designation shall consist of: single-detached and semi-detached dwellings, linked dwelling units, duplexes and freehold townhouse units.

7.7.5.2.2 The maximum net density permitted in the Low Density Residential designation shall be 16.6 units per hectare.

7.7.5.2.3 Where appropriate, a range of dwelling types and lot sizes shall be encouraged in the Caledon East Settlement Area. To achieve the proposed housing mix and density objectives, draft plans of subdivision within the

Low Density designation will be encouraged to provide a broad range of unit types, with different types of units mixed throughout the development. Single residential dwellings will predominate within the mix, generally making up 70-80% of the units. Consideration will be given to varying from this general mix policy in consideration of site-specific considerations such as adjacent land uses, environmental characteristics, and site amenities.

7.7.5.2.4 A mix of single residential lot sizes with frontages generally ranging from 15 metres (50 feet) to 23 metres (75 feet) shall be required.

7.7.5.2.5 There shall generally be no more than 4 units per freehold townhouse block.

7.7.5.2.6 The actual number of units by type will be determined at the time of subdivision submission and minor adjustments in population and dwelling unit counts will not require a further amendment to the Official Plan.

7.7.5.2.7 Low Density Residential development adjacent to Walker Road and Mountainview Road shall provide direct frontage and driveway access onto these roads where technically feasible and safe. Where direct frontage is not feasible, reasonable efforts shall be made to maintain the appearance of frontage through such measures as architectural design, site layout, landscaping and the use of service roads. Adjacent to Airport Road, reverse frontages will be discouraged.

7.7.5.2.8 The open space character of the Centreville Creek valleylands shall be maintained. Low Density Residential development to the south of Centreville Creek shall be located so that it is not visible from the north bank of Centreville Creek. This may be achieved through the setback of development behind the height of land or vegetative screening. The precise determination of the development limit shall be determined through a detailed site analysis. Lands which are not to be developed and which are outside the Environmental Policy Area designation shall be designated Open Space Policy Area.

7.7.5.2.9 OPA 242 Notwithstanding Subsection 7.7.5.2.2 and 7.7.5.2.4 of the Plan, the lands designated Low Density Residential and legally described as Part of Lot 21, Concession 2 (Albion), Town of Caledon, Regional Municipality of Peel, shall be developed in accordance with the following provisions:

a) The permitted uses shall include a mix of single detached dwellings with minimum lot frontages of 14.0 metres (45.9 feet), and freehold townhouse units with minimum lot frontages of 11.0 metres (36.0 feet)

b) The maximum net density shall be 19.6 units per hectare.

7.7.5.2.10 OPA 245 Notwithstanding Subsection 7.7.5.2.4 of the Plan, the lands designated Low Density Residential and legally described as Part of Lot 4, Concession 6 EHS (CAL), Town of Caledon, Regional Municipality of Peel, shall be developed in accordance with the following provisions:

The permitted uses shall include a mix of single detached dwellings with minimum lot frontages ranging from 12.2 metres (40 feet) to 15.0 metres (49 feet) and linked single dwellings with minimum lot frontages of 11.6 metres.

7.7.5.2.11 Notwithstanding subsections 7.7.5.2.2 and 7.7.5.2.4 of the Plan, the maximum net density permitted in the Low Density Residential designation shall be 21.2 units per hectare and a mix of single residential lot sizes with frontages generally ranging from 9.75 metres (32 feet) to 23 metres (75 feet) shall be required on lands legally described as Part of Lot 18, Concession 1 (Albion), designated as Parts 4 to 6 on 43R-38255; Part of Lot 18, Concession 1 (Albion), as in AL19626; save and except Parts 1 and 2 on 43R-9786, Parts 1, 2 and 3 on 43R-37809, RO503142, RO1064987, AL4360, AL18868; Part of Lot 19, Concession 1 (Albion), designated as Parts 1 to 3 on 43R-38255; Town of Caledon; Regional Municipality of Peel.

7.7.5.2.12 The permitted uses shall include a mix of single detached dwellings with minimum lot frontages ranging from 12.2 metres (40 feet) to 15.0 metres (49 feet) and linked single dwellings with minimum lot frontages of 11.6 metres.

7.7.5.3 Medium Density Residential

Lands legally described as Part Lot 22, Concession 1 (Albion), being Part 1 on 43R-3575, Town of Caledon, Regional Municipality of Peel, as shown on Schedule "A" shall be designated Medium Density Residential, Environmental Policy Area and Rural as shown on Schedule "B" and shall be subject to the policies of 7.7.5.1 except as modified below.

7.7.5.3.1 The permitted uses in Medium Density Residential areas shall be single-detached dwelling with a net density to a maximum of 30 units/hectare.

7.7.5.3.2 Medium density residential building forms may include: single-detached and semi-detached dwellings, linked dwelling units, townhouses, triplexes, fourplexes and any other similar housing type.

7.7.5.3.3 Where single-detached dwellings front onto a public road, the minimum lot frontage shall be 13.7 metres (45 feet).

7.7.5.3.4 There shall generally be no more than 6 units per townhouse block.

7.7.5.3.5 Development of medium density uses shall be subject to the site plan control provisions of Section 41 of the *Planning Act, R.S.O 1990, c. P.13*.

7.7.5.3.6 Multiple unit development sites are designated Medium Density on Schedule D.

7.7.5.3.7 An Official Plan Amendment to designate additional medium density sites to accommodate special housing needs, such as seniors' housing, co-housing, co-operatives and condominiums will be considered, subject to site-specific considerations such as compatibility with adjacent uses and maintenance of community character.

7.7.5.3.8 Senior citizen housing and other similar uses will be encouraged to locate in close proximity to the commercial core.

7.7.5.3.9 Notwithstanding subsection 7.7.5.3.1 Notwithstanding subsection 7.7.5.3.1 of the Plan, Medium Density Residential areas shall be permitted to have a net density range of 39.5 to 45.6 units/hectare on lands legally described as Part of Lot 18, Concession 1 (Albion), designated as Parts 4 to 6 on 43R-38255; Part of Lot 18, Concession 1 (Albion), as in AL19626; save and except Parts 1 and 2 on 43R-9786, Parts 1, 2 and 3 on 43R-37809, RO503142, RO1064987, AL4360, AL18868; Part of Lot 19, Concession 1 (Albion), designated as Parts 1 to 3 on 43R-38255; Town of Caledon; Regional Municipality of Peel.

7.7.5.3.10 Notwithstanding subsection 7.7.5.3.2 of the Plan, within the Medium Density Residential area, an apartment building with a minimum height of 4 storeys and a maximum height of 6 storeys shall be permitted on the south-west corner of Summit Hill Drive and Celtic Avenue on the lands legally described as Part of Lot 18, Concession 1 (Albion), designated as Parts 4 to 6 on 43R-38255; Part of Lot 18, Concession 1 (Albion), as in AL19626; save and except Parts 1 and 2 on 43R-9786, Parts 1, 2 and 3 on 43R-37809, RO503142, RO1064987, AL4360, AL18868; Part of Lot 19, Concession 1 (Albion), designated as Parts 1 to 3 on 43R-38255; Town of Caledon; Regional Municipality of Peel.

7.7.5.3.11 The maximum net density shall not exceed a net density of 34 units/hectare for lands designated as Medium Density Residential and legally described as Lots 4, 5 and 6, and Part of Merilyn Avenue, registered Plan 519 (Albion) and Part Lot 21, Concession 1 (Albion), Town of Caledon, Regional Municipality of Peel as shown on Schedule 'A'.

7.7.5.4 Special Residential Area

7.7.5.4.1 The Special Residential Area shall have a minimum lot size of 1.0 hectares.

7.7.5.4.2 Access to individual lots within the Special Residential Area shall be from internal secondary roads and not from existing or proposed concession roads, regional roads or provincial highways.

7.7.5.5 Residential Policy Area

Lands designated as Policy Area – Residential on Schedule D are reserved for future Low Density Residential development in accordance with the Phasing policies contained in Section 7.7.18 of this Secondary Plan.

7.7.6 General Commercial

7.7.6.1 In addition to the policies of Section 5.4 Commercial, the following detailed policies apply to lands designated General Commercial in the Caledon East Rural Service Centre.

7.7.6.2 The Caledon East Commercial Core Area, the traditional "main street" commercial area, and the South Commercial Area, a shopping plaza, will be the sole foci for retail commercial development. These areas are

identified on Schedule D – Caledon East Land Use Plan and are designated General Commercial.

7.7.6.3 All General Commercial Uses as described in Section 5.4.4, with the exception of automotive related uses and drive-through service facilities shall be permitted in the Caledon East General Commercial designation.

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7.7.6.4 In addition to the general policies of Section 5.4.9 and 7.7.4, the design policies contained in Section 5.4.8.2 a) shall apply to commercial development on lands designated General Commercial.

7.7.6.5 Within the Commercial Core Area, redevelopment of commercial sites will be encouraged.

7.7.6.6 Mixed Commercial/Residential uses shall be permitted in the Commercial Core Area, subject to: the residential uses being confined to floor levels higher than the first level completely above finished grade; the adequate provision of open space, buffering, parking and other provisions the Town may deem necessary for the residential uses; and the compliance of the residential use with the provisions of the implementing Zoning By-law.

7.7.6.7 In addition to the general design criteria set out in Sections 5.4.8.2 a) and 5.4.9 of this Plan, new commercial or mixed commercial/residential development shall address the following specific criteria:

a) Establishment of new commercial or mixed commercial/residential uses shall as appropriate include the sensitive re-use and adaptation of any existing heritage structures. Significant heritage and architectural features shall be preserved wherever feasible;

b) New structures and buildings shall be compatible with the heritage character of the core area and architectural concepts/drawings may be required as part of the site plan approval process;

c) All reasonable efforts shall be made to preserve existing vegetation and mature trees, and additional landscaping/buffering may be required; and,

d) In general, parking shall be located to the side or rear of commercial buildings unless this is not practical due to site constraints.

7.7.6.8 The Town supports a Business Improvement Area (BIA) designation for the Caledon East Commercial Area and will also support the promotion of such programs as the Heritage Canada Main Street Program and other appropriate grant programs.

7.7.7 **Special Use Areas**

7.7.7.1. Special Use Areas are mixed-use areas that require detailed and specific policies due to the range of uses permitted, adjacent land uses, access and other considerations.

7.7.7.2. Uses permitted within the Special Use Areas designation on Schedule D shall be a limited range of commercial uses and limited residential uses as

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specified in the following area-specific policies. Drive-through service facilities may be considered in the Special Use Areas designations only where it can be demonstrated that the intent on the Plan related to Special Use Areas designations can be preserved. Proposals for development of the Special Use Areas shall demonstrate how the general and site-specific Community Design Guidelines for these areas have been addressed.

7.7.7.3 Special Use Area A: Allison's Grove

7.7.7.3.1 The area north of Walker Road and west of Airport Road is intended to be an attractive northern gateway to the Caledon East Commercial Core Area. Development in Special Use Area A will protect and complement the existing designated heritage residence known as Allison's Grove and the natural setting and features of the site. Existing trees on the site will be protected and incorporated into the development to the greatest extent possible.

7.7.7.3.2 Development may include an architecturally compatible addition to the existing house and/or separate architecturally compatible buildings as described in the Caledon East Community Design and Architectural Guidelines Development shall respect the heritage buffer surrounding the existing dwelling and/or receive heritage permits, as may be required by the Town.

7.7.7.3.3 Limited commercial, institutional and residential uses may be developed within the Special Use Area as follows:

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a) Commercial and service uses such as restaurant, inn, bed and breakfast, antique shop, craft shop, and specialty retail including apparel, convenience, furniture and hardware retail, pharmacy, clinic, health or medial office, personal service and other similar uses but excluding automotive uses shall be permitted within the existing house, in an addition to the existing house, and in separate buildings. However, consistent with Section 7.7.8.2 of this Plan, Drive-through service facilities may be considered in Special Use Area A only where it can be demonstrated that the intent on the Plan related to Special Use Area A can be preserved.

b) Apartments are permitted in the upper stories of commercial buildings subject to the provisions of Section 7.7.5 and within the existing house. The development of seniors housing such as a retirement home or apartment, or a long-term care facility up to five storeys in height shall also be permitted subject to approval of Zoning By-law Amendment and Site Plan applications and in accordance with the policies of Section 7.7 and the parking requirements contained within the Zoning By-law.

c) Townhouses may be permitted with a maximum net density of 23 units/hectare with no more than 8 units per townhouse block. Townhouse development may accommodate special housing needs

such as seniors' housing and condominiums. Development of townhouses shall be subject to the site plan control provisions of Section 41 of the *Planning Act*, R.S.O. 1990.

d) A public park may be permitted.

7.7.7.3.4 The streetscaping standards outlined in the Caledon East Streetscape Concept shall apply to the Airport Road frontage of Special Use Area A where it does not conflict with the architectural heritage features of the Allison's Grove property and/or Region of Peel right-of-way requirements for Airport Road.

7.7.7.4 Special Use Area B: Airport Road

On the east side of Airport Road between the Caledon Trailway and the South Commercial Area there are a number of commercial enterprises within the existing residences. Further changes in land use will not be permitted until a study is completed to determine the suitability of this area to evolve as a mixed commercial/residential district, including the potential for retail commercial uses, and an appropriate policy for allowing commercial uses within the existing residential buildings is in place. The study will identify appropriate criteria for permitting commercial uses, including access and parking provisions and compatibility with adjacent residential uses.

7.7.7.5 Special Use Area C: Community Focus Area

7.7.7.5.1 The purpose of the Community Focus Area is to strengthen the Old Church Road corridor by providing a "town square" as a public gathering place and to complement the existing Town Administrative Centre and surrounding open space. The Community Focus Area will provide multiple housing in close proximity to community facilities and services, opportunities for the creation of new community facilities in partnership with the school boards and the private sector, and opportunities for employment uses.

7.7.7.5.2 OPA 260 The permitted uses within this area include a mixed-use building with a maximum of 83 dwelling units subject to the on-site parking supply that can be provided in accordance with Town requirements, with a maximum height of five stories subject to the Community Design and Architectural Control Guidelines. The mixed-use building may contain retail, office, personal service commercial uses, institutional uses and residential uses. A maximum total gross floor area of 650 square metres of retail commercial use is permitted within Special Use · Area C, abutting the intersection of Old Church Road and Atchison Drive.

7.7.7.5.3 The mixed-use building or buildings shall enclose a landscaped public open space area at least 0.1 hectares (0.25 acres) in size.

7.7.7.5.4 The streetscaping standards outlined in the Caledon East Streetscape Concept shall apply to the Old Church Road frontage of Special Use Area D.

7.7.7.6 Special Use Area D: Old Church Road

7.7.7.6.1 The permitted uses in Special Use Area D on the north side of Old Church Road as identified on Schedule D shall be residential uses, small scale office and personal service commercial uses and institutional uses. Retail commercial uses are not permitted.

7.7.7.6.2 Buildings within this corridor may contain a single-use or a mix of the permitted uses. With the exception of freestanding institutional uses, buildings will be residential in character and may contain small scale office and service commercial operations on the ground floor, and up to three dwelling units on the upper floors.

7.7.7.6.3 Development shall provide direct frontage and driveway access onto Old Church Road where technically feasible and safe. Where direct access is not feasible, reasonable efforts shall be made to maintain the appearance of frontage through such measures as architectural design, site layout, landscaping and the use of service roads.

7.7.7.6.4 Parking spaces required for commercial and institutional uses shall not be located in front of the building line.

7.7.7.6.5 Site development shall include provision for suitable landscaping and building siting to ensure compatibility with adjacent residential uses.

7.7.7.6.6 The streetscaping standards outlined in the Caledon East Streetscape Concept shall apply to the Old Church Road frontage of Special Use Area D.

7.7.8 **Employment Lands**

Future consideration may be given to the designation of additional employment lands in keeping with the knowledge-based, administrative economy envisioned in this Secondary Plan for Caledon East.

7.7.9 **Ecosystem Planning and Management**

7.7.9.1 All lands on Schedule D are subject to the Ecosystem Planning and Management provisions of Section 3.2 and the following specific policies. All lands designated Environmental Policy Area on Schedule D are subject to the provisions of Section 5.7 and within the ORMCPA, the applicable provisions of Section 7.10.

7.7.9.2 All new development and servicing shall address the relevant environmental recommendations and strategies contained in the Caledon East Comprehensive Environmental Impact Study and Management Plan to the satisfaction of the Town and other relevant agencies.

7.7.9.3 Areas which are identified as Supportive Natural Systems on Figure 16 attached to this Secondary Plan are subject to the Performance Measures contained in Section 3.2.5 of the Official Plan and any specific recommendations in the Environmental Impact Study and Management Plan for the Caledon East Secondary Plan Area.

7.7.9.4 The Town shall co-operate with the Toronto Region Conservation Authority and Credit Valley Conservation to implement the guidelines and recommendations contained in the Caledon East Comprehensive Environmental Impact Study and Management Plan with regard to planning and policy, rehabilitation and retrofit, stewardship and education, and monitoring and reporting.

7.7.9.5 The Town shall promote the preservation of existing wooded areas and trees not designated Environmental Policy Area and their incorporation into the development pattern.

7.7.9.6 Where development is permitted in high recharge areas in conformity with policy 3.2.5.13.2, the best available techniques for maintaining water infiltration should be utilized, giving first consideration to innovative grading techniques and minimizing hard surfaces. Groundwater quality should be protected by:

- Minimizing the application of fertilizers, pesticides and using alternatives to salt for road de-icing;
- Restrictions on land uses that could potentially cause groundwater contamination or significant interference with groundwater flow;
- Educational programs for businesses and homeowners;
- Utilizing best management practices to maintain high quality stormwater and groundwater recharge.

7.7.9.7 The Town, in consultation with the Region of Peel, the Conservation Authorities and interested community groups will pursue the implementation of a long-term environmental monitoring program to address the monitoring recommendations of the Caledon East Comprehensive Environmental Impact Study and Management Plan and to ensure that the municipal water supply system continues to be environmentally sustainable.

7.7.9.8 The Town, in consultation with other agencies such as the TRCA and other relevant agencies shall explore opportunities to retrofit the existing storm drainage systems to improve water quality and quantity controls.

7.7.9.9 Notwithstanding any other provisions of this Plan, within Oak Ridges Moraine Areas of High Aquifer Vulnerability, as identified on Schedule P-1, permitted uses are restricted in accordance with the provisions of Section 7.10.5.5.

7.7.9.10 Development on lands within Oak Ridges Moraine Landform Conservation Areas 1 and 2, as identified on Schedule P-2, shall address the provisions of Section 7.10.5.6.10.

7.7.10 Flood Potential Study Area

A potential flood hazard has been identified by the Toronto Region Conservation Authority on the lands within the Commercial Core designated Flood Potential Study Area on Schedule D. Within this area,

new development or redevelopment will be limited until an engineering study is undertaken. This study will update the hydrologic and hydraulic modelling to reflect current conditions and precisely quantify the extent of flooding associated with the north tributary (Allison Creek). The study should include recommendations on how the flooding should be managed as new development or redevelopment occurs.

7.7.11 **Open Space and Recreation**

Open space and recreation uses and development are subject to the Town-wide provisions of Section 5.8, the Town of Caledon Parks and Recreation Master Plan, the Trailway Master Plan or its successor and the following detailed policies:

7.7.11.1 Existing undeveloped parkland owned by the Town will be retained by the Town for future recreational use to serve the needs of existing and future Caledon East residents and the broader community.

7.7.11.2 In addition to the following policies, development of park sites shall be in accordance with section 5.15 PUBLIC USES in the Official Plan.

7.7.11.3 It is the intent of the plan to locate parks adjacent to school sites and to provide trail linkages to maximize pedestrian access to parks and school sites. Joint use of park and school sites shall be encouraged. Minor adjustments in the park location and size are permitted subject to Council approval without requiring an amendment to the Official Plan, provided that the aim of achieving consolidated park/school sites is maintained.

7.7.11.4 OPA 219 The Secondary Plan provides for the development of two neighbourhood parks to meet the intensive and non-intensive recreational needs of residents. The neighbourhood park in Part of Lot 21, Concession 1 shall be 0.8 hectares while the second neighbourhood park in Caledon East shall be a minimum of 1.8 hectares. The neighbourhood parks are shown conceptually on Schedule D. The uses permitted may include active and passive recreational pursuits such as playgrounds, baseball diamonds, soccer fields, tennis courts, basketball courts and accessory buildings and structures associated with such uses.

7.7.11.5 The location of parkettes is shown conceptually on Schedule D. Notwithstanding the size specified in the Parks and Recreation Master Plan, the parkettes indicated on Schedule D may be more than 0.4 hectares in size to meet local needs for unorganized leisure in areas not readily served by neighbourhood parks. Parkettes may feature play areas, multi-purpose pads, seating and landscaped areas.

7.7.11.6 It is the intent of this plan to create a linked park and open space system. A trail system shall be provided on lands included within the Secondary Plan Area which will link the park and school sites with the Caledon Trailway, other existing trails and the Environmental Policy Area, subject to policy 5.7.3.4.1.

7.7.11.7 The trail system is shown conceptually on Figure 17, Conceptual Trail System attached to this Secondary Plan, and shall be refined and implemented as individual developments are approved.

7.7.11.8 A pedestrian connection extending from the terminus of Oliver's Lane through the lands to the north is shown conceptually on Figure 17. A block of land 20 metres wide will be dedicated through the subdivision approval process to provide for an immediate open space and pedestrian connection to the internal street within the subdivision and to allow for the potential extension of Oliver's Lane if deemed necessary by the Town of Caledon.

7.7.11.9 The trail system shall be developed by individual landowners in consultation with the Town of Caledon and the TRCA. It will be implemented primarily by open space corridors designated OSPA and walkways shown on draft plans of subdivision, but may also be located along roads.

7.7.11.10 Where linkages are provided within road allowances, design principles may include dedicated pedestrian/bicycle paths, extra Right-of-Way widths, enhanced boulevard widths, landscaping and signage, as indicated in the Community Design Guidelines.

7.7.11.11 In general, the Town shall seek to bring lands designated OSPA on Schedule D into public ownership through the planning approvals process or other mechanisms as appropriate. However, OSPA lands within the residential areas may remain in some form of private ownership provided acceptable provisions are made to establish the internal trail network and allow for appropriate public access and use.

7.7.11.12 The trail system through the Environmental Policy Area shall be developed by the individual landowners and/or community groups in accordance with Section 5.7.3.4 and to the satisfaction of the TRCA and the Town of Caledon. Exact siting of the trail shall minimize grading requirements and be finalized prior to final approval. In the design of the trail system, proponents shall address pedestrian access, stormwater management requirements, woodlot and habitat preservation, proximity to top-of-bank, appropriate buffers from special features and setbacks from residential areas.

7.7.11.13 Within the ORMCPA, in addition to being subject to the provisions of Section 7.7.12.1 to 7.7.12.13, Open Space and Recreation Uses Caledon East shall conform to the applicable provisions of Section 7.10, and in particular, 7.10.6.3 and 7.10.6.4.

7.7.12 **Open Space/Institutional Policy Area**

7.7.12.1 The uses permitted on lands designated Open Space/Institutional Policy Area on Schedule D shall be those uses permitted within the Open Space Policy Area designation, government buildings and the public uses permitted in Section 5.15.1:

"Public Parks, playgrounds, playfields, public utilities and commissions and other public institutional or quasi-institutional uses, which provide services to the general community ..."

7.7.12.2 The expansion and upgrading of the active recreational uses within the Open Space/Institutional Policy Area shall be determined through a town-wide review of future parks and recreational needs and the consideration of the need for these lands for government buildings and public uses.

7.7.12.3 Open space and recreation uses and development are subject to the Town-wide provisions of Section 5.8, the Town of Caledon Parks and Recreation Master Plan and the policies of Section 7.7.10.

7.7.12.4 The development of park sites and government buildings shall be in accordance with Section 5.15 PUBLIC USES.

7.7.12.5 In addition to being subject to Sections 7.7.13.1 to 7.7.13.4, uses permitted on lands designated Open Space/Institutional Policy Area on Schedule D shall conform to the applicable provisions of Section 7.10.

7.7.13 Heritage Resources

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7.7.13.1 Conservation of heritage resources shall be consistent with the provisions of the Official Plan. Prior to final approval of draft plans of subdivision or site-specific development proposals, a detailed archaeological examination shall be conducted in accordance with the Archaeological Standards of the Town of Caledon and the Ministry of Tourism, Culture and Sport.

7.7.13.2 It is the intent of this Secondary Plan to encourage the retention and conservation of buildings of archaeological and/or historical merit and to promote the integration of these resources into new development proposals. In this context, the retention of the existing heritage farm houses, structures and hedgerows within new development areas is strongly encouraged and will be promoted through the review and approval of draft plans of subdivision and site-specific development proposals.

7.7.14 Transportation

7.7.14.1 The transportation system in Caledon East shall be subject to the policies of Section 5.9 and the following specific policies.

7.7.14.2 Vehicular connections shown conceptually on Schedule D include interconnections between new and existing development, alternate emergency routes, major circulation routes within development areas, and vehicular connections to specific features. The precise alignment of these routes will be established through the detailed design of each site.

7.7.14.3 Interconnections between the existing road network and new residential areas will be established.

7.7.14.4 Alternate emergency routes around major intersections will be established as shown conceptually on Schedule D. Alternate emergency routes may be

established on private lands, provided that easements for access are given to the Town.

7.7.14.5 Notwithstanding Section 5.9.5.6 a), direct driveway access will be permitted on to Old Church Road within the Caledon East Settlement boundary, provided that engineering and safety conditions are satisfactory to the Region of Peel Commissioner of Public Works. Access of residential development onto Airport Road will be restricted in accordance with the Region of Peel Controlled Access By-law.

7.7.14.6 The Town shall endeavour to improve on-street parking within the commercial core of Caledon East, and to provide additional on-street parking or communal parking areas, as opportunities arise, to serve both the commercial core and the Caledon Trailway.

7.7.14.7 The Town shall explore opportunities to implement traffic calming measures along Old Church Road and Walker Road West to enhance pedestrian and vehicular safety, where such measures will not unduly impede the efficient flow of traffic or adversely affect emergency access.

7.7.14.8 The Town shall explore opportunities to establish community "gateway" features at the north, south and east ends of Caledon East, within the areas shown conceptually on Schedule D, in co-operation with developers, residents and local service groups.

7.7.14.9 Within the ORMCPA, in addition to being subject to the provisions of Section 7.7.15.1 to 7.7.15.8, the transportation system in Caledon East shall conform to the applicable provisions of Section 7.10, and in particular, Section 7.10.6.6.

7.7.15 **Servicing**

7.7.15.1 All new development within the Caledon East Settlement Area as identified on Schedule D shall be serviced by municipal sanitary and storm sewers, municipal water, hydro and other utilities. The design of these services shall comply with the current Town standards and with the standards of the various public and private utilities concerned.

7.7.15.2 Where stormwater discharge from a number of developments in the same area may create a cumulative impact on the receiving watercourse, a Master Drainage Plan for the area shall be prepared to the satisfaction of the Town and TRCA prior to approval of such developments. The Master Drainage Plan will identify the impacts of the contributing development and the measures that must be implemented to ensure that the contributing development conforms to the Performance Measures set out in Section 3.2.5 of this Plan. Minor infill developments may be exempted from this requirement, provided that the site-specific stormwater management facilities are acceptable to the Town and the TRCA.

7.7.15.3 Where a Master Drainage Plan is not required, development proponents shall be required to complete broader scale stormwater management studies. Such studies shall assess the existing conditions of receiving surface

waterbodies and existing downstream development, examine the need to jointly develop stormwater management facilities with other development proponents, and demonstrate to the satisfaction of the Town and the TRCA that downstream conditions will not be adversely affected.

7.7.15.4 All development proposals must be accompanied by a Servicing Report which provides the detailed design and implementation of required stormwater, water and wastewater servicing to the satisfaction of the Town of Caledon, the Region of Peel and the TRCA.

7.7.15.5 Development shall be in conformity with the broader scale studies and master drainage plans prepared for the area as approved by the Town and TRCA.

7.7.15.6 Where soil and water table conditions are suitable, on-site infiltration of stormwater will be required. Where stormwater, such as road drainage, may have the potential to contaminate groundwater or surface water, the stormwater will be treated to remove contaminants prior to infiltration or discharge to surface waterbodies.

7.7.15.7 Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.

7.7.15.8 All new development shall be encouraged to implement water conservation techniques.

7.7.15.9 No final approval will be given to developments within the Secondary Plan Area until such time as the necessary stormwater, piped water and sanitary sewer facilities to serve the proposed development are available.

7.7.15.10 Within the ORMCPA, in addition to being subject to the provisions of Section 7.7.16, servicing and stormwater management in Caledon East shall conform to the applicable provisions of Section 7.10, and in particular, Sections 7.10.6.6 and 7.10.6.7, 7.10.6.8 and 7.10.6.9.

7.7.15.11 In addition to meeting all other provisions of Section 7.7, within the ORMCPA, applicants for development shall address the stormwater management requirements of Sections 7.10.6.8 and 7.10.6.9.

7.7.16 **Cost-Sharing**

A cost-sharing agreement shall be instituted whereby the portion of the costs of major roads, trunk utilities and other public and/or community facilities, such as parks, servicing the whole area including the costs of predevelopment planning studies, which may be chargeable to private development, will be shared by all benefiting development, appropriately pro-rated among the owners affected. The program will be implemented through the *Development Charges Act*, front-ending agreements and other cost-sharing agreements. This provision is to allow for the equitable and ordered development of the Planning area by sharing the burden of community use loads on all benefiting owners.

7.7.17 Phasing

7.7.17.1 The development of the Secondary Plan will take place in phases. Lands shown on Schedule D as Low Density Residential and Medium Density Residential may be developed prior to the year 2016.

7.7.17.2 Lands shown as Policy Area - Residential will only be developed after the year 2016. These lands are intended to be developed for Low Density Residential uses, and an Official Plan Amendment will be required to redesignate the lands prior to their release for development.

7.7.17.3 Within these overall phases, the development of this Secondary Plan may be phased in accordance with the phasing policies of the Official Plan, specifically Section 6.2.1.7.

7.7.17.4 At the time of approval of this secondary plan, water supply is not available for any new development as proposed. Development will be phased in accordance with the availability of water supply.

7.7.18 Implementation

7.7.18.1 The provisions of Section 6.0, Implementation and Administration, shall apply to this Secondary Plan.

7.7.18.2 An appropriate Zoning By-law shall be passed to implement the land use designations. This Zoning By-law shall recognize uses existing at the date of adoption of this plan where deemed appropriate.

7.7.18.3 Site plan control provisions in accordance with Section 6.2.11 of the Official Plan shall apply.

7.7.19 Schools

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7.7.19.1 In addition to the existing school sites, a 3 ha expansion area for St. Cornelius Separate Elementary School has been designated Institutional on Schedule D.

7.7.19.2 The school site location and size may be modified without amendment to this secondary plan provided that the change has been approved by Council and the relevant school board and subject to considerations of adequate access, parking and land use compatibility.

7.8 TULLAMORE SECONDARY PLAN

7.8.1 Introduction

7.8.1.1 Purpose

The purpose of the Secondary Plan is to establish detailed land use policies for the Tullamore Industrial /Commercial Centre. The Tullamore Industrial/Commercial Secondary Plan contains policies regarding the future land uses including industrial and commercial uses. In addition, the policies cover transportation, servicing, cost-sharing, phasing, environmental, urban design principles and implementation.

7.8.1.2 Location

The Tullamore Industrial/Commercial Secondary Plan covers the lands generally located along Airport Road, north of Mayfield Road in the south part of the Town of Caledon adjacent to the City of Brampton. The following policies shall apply to the Tullamore Industrial Secondary Plan Area as shown on Schedule N Land Use Plan.

7.8.1.3 Basis

The Tullamore Industrial/Commercial Secondary Plan is a result of review and analysis of land use designations and applicable Official Plan policies to lands within the Tullamore Industrial/ Commercial Centre. In accordance with Official Plan policy 5.10.7.3.1, the Tullamore Industrial Policy Area requires the preparation of a Secondary Plan prior to the release of lands for development.

The Plan was prepared in the context of:

a) The need for Industrial /Commercial Centres to serve a complementary role to other settlements;

b) To provide, at a small scale, a supportive function to the Rural Service Centres for industrial and commercial development;

c) The strategic location of Tullamore in the southern part of the Town in close proximity to the rest of the GTA and growing markets;

d) The accessibility/visibility afforded by its location at the intersection of two regional roads, Mayfield and Airport Roads.

In addition to the above, the Secondary Plan is based on the following principles and policies as established in the Official Plan:

7.8.1.3.1 Tullamore will serve primarily as an industrial centre and to a lesser extent as a highway commercial centre in accordance with the Official Plan policies as set out in Section 5.4.5 and 5.5. It is recognized that the Tullamore Industrial/Commercial Centre is transitioning toward a more urban development pattern. A wider range of retail and service uses shall be permitted at the northeast corner of Mayfield Road and Airport Road in the Tullamore Industrial/Commercial Centre in accordance with Policy

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5.10.7.2.2.

7.8.1.3.2 Joint access will be encouraged for lands within the centre to limit conflicts with arterial roads.

7.8.1.3.3 Land use compatibility with lands in the City of Brampton and adjacent residential uses is maximized.

7.8.1.3.4 Only prestige industrial and highway commercial development will be permitted along Mayfield Road.

7.8.1.3.5 Existing residential uses shall be permitted to continue, but new residential uses are discouraged in this centre.

7.8.1.3.6 The principal means of access will be from Airport and Mayfield Road as well as from the internal collector road system.

7.8.1.3.7 High quality industrial development can be achieved through the adoption of community design guidelines for land uses within the Secondary Plan.

7.8.1.3.8 New development shall proceed by way of full municipal services.

7.8.2 Goals

In general, the Tullamore Industrial/Commercial Secondary Plan promotes high quality industrial and commercial development in a comprehensive manner through the provision of appropriate policies respecting land use, environment, municipal servicing, transportation and community design. Although some complementary highway commercial development is anticipated in this Plan, including a wider range of retail uses located at the gateway location of Airport Road and Mayfield Road, it is not intended that this development shall compete with the retail uses planned for Caledon East.

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Specific goals for the Tullamore Industrial Commercial centre include:

a) To provide for a mix of high quality industrial and highway commercial uses that would contribute to the Town¹s employment and commercial/industrial assessment base;

b) To provide for logical and orderly development on full urban services;

c) To ensure land use compatibility with adjacent uses both in the Town of Caledon and within the City of Brampton to the south;

d) To ensure a high standard of community design is provided particularly on the frontages of Mayfield and Airport Roads;

e) To recognize and protect significant environment features and functions within and adjacent to the secondary plan area, and, where possible, restore and enhance the environment.

7.8.3 Structural Concept

The Tullamore Industrial/Commercial Secondary Plan promotes Tullamore primarily as an industrial centre; with a secondary function as a highway

commercial centre, with a limited retail commercial focus. The Plan provides for highway and service commercial uses as well as prestige industrial uses without outdoor storage along the frontages of Airport and Mayfield Roads that can benefit from the high accessibility and exposure. Interior lands within the Secondary Plan boundary are planned for uses of a more general industrial nature with provisions for outdoor storage.

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Recognizing the transitional nature of the Tullamore Industrial/ Commercial Centre at the gateway to Caledon, a wider range of retail and service commercial uses may be permitted to accommodate contemporary retail formats to adequately service the area.

The collector road configuration throughout the Secondary Plan provides for appropriate circulation and division of property to provide for maximum flexibility of end users. The collector road pattern reflects the regional requirements for distance separation from the intersection of Mayfield and Airport Roads, as well as the land use considerations and access on the south side of Mayfield Road, within the City of Brampton.

The land uses proposed will respect the features and functions on the east and west side of the Secondary Plan area, associated with Salt Creek and the west branch of the West Branch of the Humber River, respectively, and small tributaries, woodlots and hedgerows within the Secondary Plan area.

7.8.4 Community Design

In recognition of the location of these lands at the entrance to the Town of Caledon and at the intersection of two major regional roads, and the need for buffering of adjacent sensitive land uses, the streetscape and community design of the area shall be of a consistently high quality. To this end, the Town of Caledon shall adopt overall design principles and standards for the Secondary Plan Area.

7.8.4.1 All development shall conform to the Tullamore Community Design Guidelines, prepared by Paul Cosburn Associates Limited, adopted by Caledon Council May 15, 2000, as may be amended by Council from time to time. This shall include the submission of Landscape Plans, prepared by a landscape architect, for approval through the subdivision and/or site plan approval process.

7.8.4.2 In order to address visual impacts, aesthetics and compatibility of uses, development adjacent to Mayfield and Airport Roads shall, in addition to conforming to the General Design policies of Sections 5.4.9 and 5.5.7 and the Community Design Guidelines referenced in Section 7.8.4.1, be guided by the following general site design principles:

a) Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays shall be oriented away from Mayfield and Airport Roads, unless fully screened by a solid wall or a building;

b) High quality building façades are encouraged and building elevation drawings may be required as part of the development approvals process. This shall include screening/enclosure of rooftop mechanical units, and limiting the height of buildings;

c) Signage shall be co-ordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;

d) Larger minimum lot sizes and wider frontages shall be required.

The implementing Zoning By-law shall include specific provisions with respect to these design principles.

7.8.5 **Industrial**

7.8.5.1 Industrial development in the Tullamore Industrial/Commercial Secondary Plan Area shall be permitted in accordance with the policies of Section 5.5 as well as the following specific policies.

7.8.5.2 Development shall only be permitted on full municipal services including sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.

7.8.5.3 No outdoor storage will be permitted in the Industrial designations adjacent to Airport or Mayfield Roads.

7.8.5.4 Prestige Industrial Uses

7.8.5.4.1 Development on lands designated Prestige Industrial on Schedule N shall be permitted in accordance with Section 5.5.4.

7.8.5.4.2 Notwithstanding Section 7.8.5.4.1 open space and recreation facilities shall not be permitted in Prestige Industrial designations, except for recreational establishments, which may be permitted in the implementing Zoning By-law.

7.8.5.4.3 Notwithstanding Section 5.5.3.11 commercial uses shall not be permitted in Prestige Industrial designations.

7.8.5.4.4 Open storage shall not be permitted in Prestige Industrial designations.

7.8.5.4.5 Notwithstanding any other provision of this Plan, Cold Storage uses and Trucking Terminals shall not be permitted in Prestige Industrial designations.

7.8.5.4.6 Prestige Industrial uses, which may have noise, dust, vibration or other environmental impacts, may be required to conduct appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.8.5.5 General Industrial Uses

7.8.5.5.1 Development on lands designated General Industrial on Schedule N shall be permitted in accordance with Section 5.5.5.

7.8.5.5.2 Notwithstanding Section 7.8.5.5.1 open space and recreation facilities shall not be permitted in General Industrial designations, except for recreational establishments, which may be permitted in the implementing Zoning By-law.

7.8.5.5.3 Notwithstanding Section 5.5.3.11 commercial uses shall not be permitted in General Industrial designations.

7.8.5.5.4 A maximum of two concrete batching plants, and accessory offices, may be permitted within the General Industrial designation on the west side of Airport Road, provided the use is located a minimum of 100 metres from Airport Road, and a minimum of 350 metres from Mayfield Road or north of the internal east-west collector road, whichever is greater. Establishment of the use shall require a site-specific rezoning, which shall only be considered in conjunction with the submission of a complete site plan application which satisfactorily addresses all requirements of this secondary plan, including satisfactorily addressing all potential environmental, noise and dust impacts, and compatibility with adjacent land uses in Caledon and Brampton. Development of these sites shall proceed by way of full municipal servicing including municipal roads.

7.8.5.5.5 General Industrial uses, including concrete batching plants, are encouraged to be contained within enclosed buildings, except for adequately screened open storage.

7.8.5.5.6 General Industrial uses, which may have noise, dust, vibration or other environmental impacts, may be required to conduct appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.8.5.5.7 In order to reduce visual impacts and ensure compatibility of uses, the implementing Zoning By-law shall contain provisions limiting the height of open storage in the General Industrial designation.

7.8.6 Highway Commercial

7.8.6.1 Development on lands designated Highway Commercial on Schedule N shall be permitted in accordance with Section 5.4.5.

7.8.6.2 Notwithstanding Subsection 7.8.6.1, a wide range of retail and service commercial uses are permitted up to a maximum gross floor area of 24,500 square metres on the lands located at the northeast corner of Airport Road and Mayfield Road and legally described as Part of Lot 1 Concession 1 (Albion), Town of Caledon, Regional Municipality of Peel, as shown on Schedule "N", Tullamore Land Use Area Plan. In accordance with the goals of Section 7.8.2, a market impact assessment must be submitted to demonstrate that the proposed development will not compete with retail uses planned for Caledon East.

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7.8.6.3 Notwithstanding Policy 5.4.5.1 employment/industrial uses and open storage shall also be permitted.

7.8.7 **Ecosystem Planning and Management**

7.8.7.1 All lands on Schedule N are subject to the Ecosystem Planning and Management provisions of Section 3.2 of the Official Plan and all lands designated Environmental Policy Area on Schedule N are subject to the provisions of Section 5.7 of the Official Plan and to the following specific policies.

7.8.7.2 All new development and servicing shall address the environmental protection, mitigation and management measures contained in the approved Tullamore Secondary Plan Area Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon and other relevant agencies.

7.8.7.3 All new development shall provide a 15 metre ecological/visual landscaped buffer adjacent to lands designated Agriculture and Environmental Policy Area, in accordance with the Council adopted Tullamore Community Design Guidelines.

7.8.7.4 Stormwater management infrastructure shall be permitted in lands designated Environmental Policy Area only in accordance with the approved Tullamore Secondary Plan Area Master Environmental Servicing Plan.

7.8.8 **Heritage Resources**

7.8.8.1 Conservation of heritage resources shall be consistent with the provisions of the Official Plan. The Secondary Plan includes areas with potential for undiscovered archaeological resources. Prior to final approval of new development or redevelopment, a detailed archaeological examination shall be conducted for those areas not previously investigated in accordance with the Archaeological Guidelines of the Town of Caledon. Existing and discovered burial sites shall be treated in accordance with the provisions of the *Ontario Cemeteries Act*.

7.8.8.2 It is the intent of this Secondary Plan to encourage the retention and conservation of heritage resources of architectural and/or historical merit and promote the integration of these resources into the new development proposals.

7.8.9 **Transportation**

7.8.9.1 The transportation system servicing the Secondary Plan Area, shown conceptually on Schedule N shall be developed in accordance with Section 5.9.

7.8.9.2 New development shall only be serviced by full municipal roads and temporary access will not be permitted.

7.8.9.3 An industrial collector road shall provide internal access and circulation on the lands east of Airport Road.

7.8.9.4 An industrial collector road shall extend west of Airport Road to service the concrete batching plant(s). This road shall be designed to provide for a

southerly extension, as required to provide proper access to the remainder of the development lands. A second industrial collector road shall extend east of Airport Road to provide access to the eastern industrial lands. It is intended that these two roads shall meet at a signalized intersection at Airport Road.

7.8.9.5 Where roads are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional requirements and standards.

7.8.9.6 New direct access from individual properties to Airport and Mayfield Roads shall be limited to consolidated access points.

7.8.9.7 Minor adjustments to the location of the collector road system shown conceptually on Schedule N shall not require amendment to the Secondary Plan.

7.8.10 **Servicing**

7.8.10.1 All development in the Tullamore Industrial/Commercial Secondary Plan area shall be serviced by full municipal sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.

7.8.10.2 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers.

7.8.10.3 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.

7.8.11 **Stormwater Management**

7.8.11.1 The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be in accordance with the Tullamore Secondary Plan Area Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon and the Toronto and Region Conservation Authority.

7.8.11.2 Stormwater management infrastructure shall be permitted in lands designated Environmental Policy Area only in accordance with the approved Tullamore Secondary Plan Area Master Environmental Servicing Plan.

7.8.11.3 All development proponents shall prepare detailed engineering studies indicating the location and size of stormwater management facilities prior to draft plan approval.

7.8.11.4 Final design details shall be determined prior to the registration for subdivision plans in accordance with a detailed drainage and engineering report.

7.8.11.5 The Town may require on-site treatment of stormwater prior to discharge into the municipal stormwater system.

7.8.12 **Phasing**

7.8.12.1 The development of this Secondary Plan may take place in phases generally in accordance with Schedule N, if deemed appropriate by the Town.

7.8.12.2 Any phasing shall take place in accordance with the policies set out in the Official Plan Section 6.2.1.7.

7.8.12.3 Notwithstanding policy 7.8.12.2, new development shall only be permitted when all required municipal services are in place.

7.8.13 **Implementation**

The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Plan.

7.8.13.1 The land use pattern shown on Schedule N Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.8.13.2 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing the intent of the Plan is maintained.

7.8.13.3 New lots shall normally only be created through plans of subdivision.

7.8.13.4 Appropriate Zoning By-law(s) shall be enacted to implement the land use designations and policies of this Plan, generally at the time of subdivision approval.

7.8.13.5 Development may be allowed to proceed in advance of subdivision approval on existing lots with commercial zoning subject to site plan approval, provided the development conforms to all other policies of this Plan, and the Tullamore Community Design Guidelines, and provided that the site plan addresses the overall development pattern of the Secondary Plan area, as well as any servicing and cost-sharing requirements, to the satisfaction of the Town of Caledon.

7.8.13.6 Prior to development proceeding, a cost-sharing plan shall be instituted to apportion municipal servicing and road infrastructure costs to benefiting landowners within the Secondary Plan area.

7.8.14 **Tullamore Special Policy Area A**

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7.8.14.1 The boundaries of the Tullamore Special Policy Area A are shown on Schedule N of the Plan and are legally described as Part of Lot 17 to 20, Concession 6 EHS (Chinguacousy); Road Allowance between Lots 17 and 18, Concession 6 EHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.8.14.2 The following policies apply to the lands designated Prestige Industrial:

a) Notwithstanding Section 5.5.3.10 of the Plan, for the lands identified as Prestige Industrial on Schedule "N" attached hereto, commercial use shall be permitted adjacent to a provincial highway or arterial road.

b) Notwithstanding Section 7.8.5.4.3 of the Plan, commercial uses shall be permitted in accordance with Section 5.5.3.9 of the Plan.

c) Notwithstanding Section 5.5.4 and 7.8.5. of the Plan, Cold Storage Warehouse; Accessory Open Storage or Sales Area; Accessory Outside Display or Sales Area; and retail stores are permitted. All uses permitted in section 5.5.4.1 of the Plan are permitted.

7.8.14.3 The following policies apply to the lands designated environmental Policy Area (EPA):

a) Notwithstanding section 5.7.3.1.2 of the Plan, the permitted uses in the EPA shall be limited to: legally existing residential and agricultural uses, portions of new lots, activities permitted through approved Forest Management and Environmental Management Plans and non-intensive recreation.

b) Notwithstanding Section 7.8.7 of the Plan, the policies of Section 5.7 of the Plan shall apply. All new development shall be in accordance with a Final Comprehensive Environmental Impact Study and Management Plan (CEISMP), to the satisfaction of the Town of Caledon, Toronto and Region Conservation Authority and Region of Peel.

c) Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to the Final CEISMP and Scoped Subwatershed Study, and approval by the Town, Region of Peel, Toronto Region Conservation Authority or the Province. Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.

d) A minimum 30 metre buffer width will be provided from the limits of Significant Woodlands.

e) The final buffer width and permitted uses within feature and hazard buffer requirements, such as recreational trails, should be determined based on the recommendations of the Final CEISMP through the development approval process, if applicable.

7.8.14.4 Notwithstanding Section 7.8.1.3.6. of the Plan, the principal means of access will be from Airport Road, Mayfield Road, Torbram Road, as well as from the internal collector road system.

7.8.14.5 Section 7.8.4.1 of the Plan shall not apply to lands in this designation.

7.8.14.6 Notwithstanding Section 7.8.9.6 of the Plan, new direct access from individual properties to Airport Road, Mayfield Road and Torbram Road shall be limited to consolidated access points.

7.8.14.7 Notwithstanding the policies of the Official Plan, the required road right-of-way width for the portion of Torbram Road adjacent to this Special Policy Area shall be 36.0 metres.

7.8.14.8 Notwithstanding Section 7.8.11.1 and 7.8.11.2 of the Plan, the development of the stormwater system shall be in accordance with the Final CEISMP and Final Functional Servicing Report, to the satisfaction of the Town of Caledon and Toronto and Region Conservation Authority (TRCA).

7.8.14.9 A Multi-Use Trail shall be permitted through the Environmental Policy Area Lands in accordance with the Town of Caledon Active Transportation Master Plan and the recommendations of a Final Comprehensive Environmental Impact Study and Management Plan (CEISMP).

7.8.14.10 Section 7.8.13.6 of the Plan shall not apply to lands in this designation.

7.8.14.11 Prior to draft approval of any plan of subdivision application and/or approval of the first site plan application in the Plan Area, the following plans/studies are to be refined to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff:

a) Community Energy and Emission Reduction Plan;
b) Final Functional Servicing Report and Stormwater Management Report;
c) Geotechnical Investigation Report;
d) Healthy Development Assessment;
e) Final Comprehensive Environmental Impact Study and Management Plan (CEISMP);
f) Mobility Plan;
g) Noise Report;
h) Planning Justification Report;
i) Hydrogeological Report;
j) Fiscal Impact Study;
k) Transportation Impact Study;
l) Urban Design Brief;

m) Heritage Conservation Plan;
n) Heritage Impact Assessments;

o) Archaeological Assessments completed in accordance with current Provincial guidelines to the satisfaction of the Town and Ministry of Citizenship and Multiculturalism;
p) Staging and Sequencing Plan; and,
q) Agricultural Impact Assessment.

7.8.14.12 Through the pre-consultation process for specific development applications (e.g. plans of subdivision, zoning by-law amendments and site plans), the Town will identify site-specific plans/ studies/ documents which are required to be submitted as part of a complete application.

7.8.14.13 Significant archaeological resources shall be preserved in situ, where feasible.

a) If in situ preservation is not feasible, appropriate mitigation will be required for significant archaeological resources, undertaken by a licensed archaeologist in accordance with the advice and requirements of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism.

b) Completion of the archaeological assessment process for the subject lands, to the satisfaction of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism will be required prior to the approval of development applications for the subject lands.

7.8.14.14 The cultural heritage resources at 12245 Torbram Road and 12542 Airport Road shall be conserved in accordance with the Cultural Heritage Conservation policies in the Official Plan and as set out in the Heritage Impact Assessment(s) and Heritage Conservation Plan(s), prepared to the satisfaction of the Town of Caledon, for these cultural heritage resources.

a) Heritage Impact Assessments, completed to the satisfaction of the Town, will be required as necessary based on the scope and nature of proposed works for development applications in the subject lands.

b) Where it is determined, through a Heritage Impact Assessment or other means, that there is direct impact to a cultural heritage resource as part of proposed works for a development application, a Heritage Conservation Plan will be required prior to that development application’s approval.

c) The cultural heritage resources at 12245 Torbram Road and 12542 Airport Road will be provided with lots sized to support their fulsome adaptive re-use, including space for future additions and landscaping.

7.8.14.15 The Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) shall be prepared to the satisfaction of the Town of Caledon, Region of Peel and TRCA, or any other applicable authority prior to the draft approval of a plan of subdivision or approval of any site plan application. The Final CEISMP must:

a) Identify the environmental goals, objectives, management and monitoring plans, and additional technical investigations for the entire Secondary Plan Area to be implemented at the site level through individual plans of subdivision and site plans.

b) Recommend a list of additional studies that may be required for implementation of the Final CEISMP.

c) Provide recommendationsand implementation items to be addressed through conditions of draft plan approval for subdivisions and site plan approval.

7.8.14.16 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, applicants are required to submit an Environmental Implementation Report (EIR) demonstrating compliance with the Final CEISMP and will include an impact assessment and recommended mitigation plan.

7.8.14.17 The EIR and impact assessment and recommended mitigation plan will be prepared in consultation with the Town, the Region of Peel and TRCA and be approved by the Town.

7.8.14.18 The EIR and impact assessment and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the environmental management plans and recommendations contained in the Final CEISMP.

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

7.9 SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

7.9.1 Introduction

7.9.1.1 Purpose

The purpose of the Secondary Plan is to establish detailed land use policies for the South Simpson Industrial Area. The South Simpson Industrial Secondary Plan contains policies regarding future prestige and general industrial land uses. In addition, the policies cover transportation, servicing, cost-sharing, phasing, environmental, urban design and implementation.

7.9.1.2 Location

The South Simpson Industrial Secondary Plan area covers approximately 120 hectares (300 acres) in the south part of the Bolton Rural Service Centre in the Town of Caledon. The following policies shall apply to the South Simpson Industrial Secondary Plan area as shown on Schedules C and C-5 of the Town of Caledon Official Plan. In addition, special provisions apply specifically to the area identified as Phase 2 on Schedule C-5.

7.9.1.3 Basis

The South Simpson Industrial Secondary Plan is a result of review and analysis of land use designations and applicable Official Plan policies to lands within the Bolton, Town Structure and Land Use Policies Section (5.10.4.5). In accordance with Official Plan policy 5.10.4.5.8.3, Bolton Industrial Policy Area A requires the preparation of a Secondary Plan prior to the release of lands for development.

The Plan was prepared in the context of the need to:

a) Preserve, expand and diversify the Town's employment base;

b) Strengthen the local economy and tax base;

c) Focus industrial development in the Town's Rural Service Centers recognizing Bolton's close proximity to the rest of the GTA and growing markets;

d) Recognize the accessibility/visibility afforded by its location near the intersection of regional roads, Mayfield Road and Regional Road 50 and Mayfield Road and Coleraine Drive.

In addition to the above, the Secondary Plan is based on the principles and policies as established in the Official Plan for the Bolton Industrial Area as set out in Section 5.10.4.5.9.

7.9.2 Goals

In general, the South Simpson Industrial Secondary Plan promotes high quality industrial development in a comprehensive manner through the provision of appropriate policies respecting land use, environment, municipal servicing, transportation and community design

Specific goals for the South Simpson Industrial Area include the following:

a) To provide for a mix of high quality industrial uses that contribute to the Town's employment and commercial/industrial assessment base;

b) To provide for logical and orderly development on full urban services;

c) To ensure land use compatibility with adjacent uses;

d) To ensure a high standard of community design is provided particularly along the arterial roads and George Bolton Parkway;

e) To recognize and protect significant environment features and functions within and adjacent to the secondary plan area, and, where possible, restore and enhance the environment.

7.9.3 Structural Concept

The South Simpson Industrial Secondary Plan provides for prestige industrial and general industrial uses. Within the Prestige Industrial Areas, which generally abut major roads, limited open storage is permitted, except on lands adjacent to Coleraine Drive and Mayfield Road, where open storage shall not be permitted. Interior lands within the Secondary Plan boundaries are planned for general industrial uses with provisions for open storage.

The road network configuration throughout the Secondary Plan provides for appropriate circulation and division of property to provide for flexibility of end users. The road pattern reflects the regional requirements for distance separation from the intersection of Mayfield Road and Regional Road 50, as well as the land use considerations and ultimately access to the south side of Mayfield Road, within the City of Brampton.

The land uses proposed will respect the natural features and functions on the east and west side of the Secondary Plan area, associated with West Robinson Creek and the West Branch of the Humber River, respectively, and small tributaries, woodlots and hedgerows within the Secondary Plan area.

7.9.4 Community Design

In recognition of the location of these lands at the entrance to the Town of Caledon, at the gateway to Bolton and in proximity to arterial roads, the streetscape and community design of the area shall be of a consistently high quality. To this end, the Town of Caledon will implement overall design principles and standards for the Secondary Plan Area.

7.9.4.1 All development shall conform to the General Design Policies of Section 5.5.7 as well as the Industrial/Commercial Design Guidelines, adopted by Council on June 24, 2002 as may be amended by Council from time to time. This shall include the submission of Landscape Plans, prepared by a landscape architect, for approval through the subdivision and site plan approval process.

7.9.5 Industrial

7.9.5.1 Industrial development in the South Simpson Industrial Secondary Plan shall be permitted in accordance with the policies of Section 5.5 as well as the following specific policies.

7.9.5.2 Development shall only be permitted on full municipal services including sanitary and storm sewers, communal stormwater management facilities, municipal roads, municipal water, hydro and other utilities.

7.9.5.3 Industrial uses, which may generate noise, dust, vibration or other environmental impacts, may require appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.9.5.4 Notwithstanding Section 5.5.5, open space and recreational facilities shall not be permitted in any Industrial designation.

7.9.5.5 Prestige Industrial Uses

7.9.5.5.1 Development on lands designated Prestige Industrial on Schedule C-5 shall be permitted in accordance with Sections 5.5.4 and 5.10.4.5.7 as well as the following specific policies.

7.9.5.5.2 The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road and George Bolton Parkway with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that front onto, or appear to front onto, major roads.

7.9.5.6 General Industrial Uses

7.9.5.6.1 Development on lands designated General Industrial on Schedule C-5 shall be permitted in accordance with Section 5.5.5.

7.9.5.6.2 In order to reduce visual impacts and ensure compatibility of uses, the implementing Zoning By-law shall contain provisions limiting height of open storage.

7.9.6 Ecosystem Planning and Management

7.9.6.1 No lands within the South Simpson Industrial Area Secondary Plan are designated as an Environmental Policy Area. However, all lands within the Plan are subject to the Ecosystem Planning and Management provisions of Section 3.2 of the Official Plan.

7.9.6.2 All new development and servicing shall address the environmental protection, mitigation and management measures contained in the approved South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon, Toronto Region Conservation Authority and other relevant agencies.

7.9.7 Heritage Resources

7.9.7.1 Conservation of heritage resources shall be consistent with the provisions of the Official Plan. The Secondary Plan includes areas with potential for

undiscovered archaeological resources. Prior to final approval of new development or redevelopment, a detailed archaeological examination shall be conducted for those areas not previously investigated in accordance with the Archaeological Guidelines of the Town of Caledon. Existing and discovered burial sites shall be treated in accordance with the provisions of the *Ontario Cemeteries Act*.

7.9.7.2 It is the intent of this Secondary Plan to encourage the retention and conservation of built heritage features of architectural and historical merit, and promote the integration of such features into new development proposals. Prior to final approval of new development or redevelopment, detailed documentation of identified built heritage features shall be provided by a qualified professional, and opportunities for retention and re-use of features of architectural and historical merit shall be identified. There are several heritage features within the Secondary Plan area including two late 19th century farmhouses and a 19th century barn.

7.9.8 **Transportation**

7.9.8.1 The transportation system servicing the Secondary Plan area, shown conceptually on Schedule C-5 shall be developed in accordance with Section 5.9 of the Official Plan.

7.9.8.2 New development shall be serviced by municipal roads and temporary access will not be permitted.

7.9.8.3 George Bolton Parkway shall serve as an east-west industrial collector road to provide for external traffic through the area. This east-west industrial collector may also provide access to abutting properties. Consolidated site accesses shall be required on George Bolton Parkway.

7.9.8.4 Simpson Road shall serve as a north-south collector and shall be extended southward to intersect with Mayfield Road in consultation with the City of Brampton and Region of Peel.

7.9.8.5 Where roads are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional requirements and standards.

7.9.8.6 Minor adjustments to the location of the collector road system shown conceptually on Schedule C-5 shall not require amendment to the Secondary Plan.

7.9.8.7 Coleraine Drive shall be widened to a right-of-way width of 36 metres and from its current two-lane rural cross-section configuration.

7.9.9 **Servicing**

7.9.9.1 All development in the South Simpson Industrial Secondary Plan area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro and other utilities. An integrated stormwater management system shall be required as envisioned in the South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan.

7.9.9.2 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers.

7.9.9.3 New public and private infrastructure shall be subject to the environmental policies of the Official Plan and in accordance with the recommendations of the South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan.

7.9.10 **Stormwater Management**

7.9.10.1 The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be in accordance with the South Bolton Industrial Park Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon and the Toronto and Region Conservation Authority.

7.9.10.2 The Town may consider establishing a Special Development Charge By-law to finance the land and the cost of construction of communal stormwater management facilities. Consideration of the financial involvement of the Town shall depend upon the inventory of industrial lands, the expected payback period, the ability of the Town to finance the construction and the co-operation of the property owners involved.

7.9.10.3 The communal stormwater management facilities shall be designed to allow for safe and convenient maintenance and with high quality landscaping to improve the quality of the water and the appearance of the facility.

7.9.10.4 Development proponents wishing to modify the communal Stormwater Management Facilities Plan shall prepare detailed engineering studies to justify acceptance of the modification. Such modifications may be accepted by the Town and the Toronto and Region Conservation Authority, without requiring an amendment to this Secondary Plan.

7.9.10.5 Notwithstanding the communal stormwater management facilities, the drainage plan for each lot shall be approved as part of the Site Plan Approval and shall include management of stormwater, in accordance to accepted engineering practices.

7.9.10.6 Final design details shall be determined prior to the registration for subdivision plans in accordance with a detailed drainage and engineering report.

7.9.10.7 The Town may require on-site treatment of stormwater prior to discharge into the municipal stormwater system.

7.9.10.8 The South Bolton Industrial Park Master Environmental Servicing Plan identifies that improvements are necessary downstream from the boundaries of the Secondary Plan area in order that there is an acceptable receiving stream for the stormwater discharge. Landowners within the Secondary Plan area shall make financial contributions to implement these improvements prior to the development of their lands.

7.9.11 **Phasing**

7.9.11.1 Due to the need to develop communal stormwater management facilities, it is anticipated that development of this Secondary Plan will occur in phases. Phasing will occur as the provision of services is installed. Phasing shall be approved by the Town of Caledon, in consultation with the Region of Peel as required.

7.9.11.2 Any phasing shall take place in accordance with the policies set out in the Official Plan Section 6.2.1.7.

7.9.11.3 New development shall only be permitted when all required municipal services are in place.

7.9.11.4 Within the Phase 2 lands identified on Schedule C-5, in order to provide for appropriate division of land by plan of subdivision, land assembly shall be required depending on parcel size, municipal road frontage and provision of municipal services.

7.9.11.5 Within the Phase 2 lands identified on Schedule C-5, new development shall ensure that existing residences are adequately buffered.

7.9.12 **Implementation**

The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Plan.

7.9.12.1 The land use pattern shown on Schedule C-5 is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.9.12.2 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing the intent of the Plan is maintained.

7.9.12.3 New roads shall be created through plans of subdivision. It is intended that the lands will be developed through plans of subdivision, but that blocks on the plan may be re-subdivided to satisfy the requirements of individual industrial users.

7.9.12.4 Where lands are included within a Registered Plan of Subdivision, the Town may exempt any block described in the plan from the provisions of Part Lot Control, in order to create flexibility for creating individual lots.

7.9.12.5 Appropriate Zoning By-law(s) shall be enacted to implement the land designations of this Plan.

7.9.12.6 Within the Phase 2 lands identified on Schedule C-5, a cost-sharing agreement among the affected parties shall be required to ensure adequate provision of municipal services including roads, stormwater management facilities and sewer and water facilities.

7.9.12.7 Within the Phase 2 lands identified on Schedule C-5, the agreement referred to in Section 7.9.12.6 will ensure that all participating landowners share proportionately in the costs of providing required municipal services.

7.9.12.8 Within the Phase 2 lands identified on Schedule C-5, the Town shall encourage landowners to co-operate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services. This may include the assembly of land by the Town.

7.10 OAK RIDGES MORAINE CONSERVATION PLAN

OPA 186

7.10.1 Introduction

The Oak Ridges Moraine is one of Ontario's most significant landforms. Together with the Niagara Escarpment, Lake Ontario, and river valleys, it forms the foundation of south-central Ontario's natural heritage systems. Located north of and parallel to Lake Ontario, the Oak Ridges Moraine divides the watersheds draining south into Lake Ontario and those draining north into such areas as Lake Simcoe and Georgian Bay. The Oak Ridges Moraine shapes the present and future form and structure of the Greater Toronto region, and its ecological and hydrological features and functions are critical to the region's continued health.

Through the *Oak Ridges Moraine Conservation Act, 2001* and the accompanying Oak Ridges Moraine Conservation Plan (ORMCP), the Province has established direction for protecting the Oak Ridges Moraine. The ORMCP is a regulation to the *Oak Ridges Moraine Conservation Act, 2001* (Ontario Regulation 140/02).

Within the Region of Peel, the Town of Caledon is the only area municipality that contains lands within the Oak Ridges Moraine Conservation Plan Area (ORMCPA). Approximately 15,955 hectares, or 24% of the Town of Caledon's land area falls within the ORMCPA. These lands contain a rich mosaic of active agricultural uses, extensive natural areas, a significant rural residential population and a variety of other historically established communities and uses. Within the context of the Town's growth management strategy and hierarchy of settlements, the majority of the Caledon East Rural Service Centre falls within the ORMCPA, and the Village of Palgrave and the Palgrave Estate Residential Community are wholly within the ORMCPA. The hamlets of Albion and Mono Road are also located within the ORMCPA.

In keeping with the provincial land use planning system, municipalities have been given the primary responsibility for implementing the ORMCP. In accordance with the *Oak Ridges Moraine Conservation Act, 2001*, the Town of Caledon has adopted amendments to its Official Plan and Comprehensive Zoning By-law to bring them into conformity with the ORMCP. The provisions of Section 7.10, in conjunction with all other applicable provisions of this Plan, provide the framework for ensuring that all local land use planning decisions are in conformity with the ORMCP. ORMCP derived definitions are generally included in Section 6.7 of this Plan, but if further clarification is required, the ORMCP should be consulted.

The boundary of the ORMCPA within the Town of Caledon is depicted on Schedules A, C, D, L, O, P, P-1 and P-2. This boundary has been defined by the Province of Ontario Regulation 01/02 by the Surveyor General employing a method of survey which uses UTM (Universal Transverse

Mercator) co-ordinates. The Plan of the Boundary of the Oak Ridges Moraine Area provides the information for establishing the boundary on the ground by a Licenced Ontario Land Surveyor, under instructions for the Surveyor General for the Province of Ontario.

7.10.2 **Objectives**

In addition to the objectives established elsewhere in this Plan, the following objectives have been established specifically for the ORMCPA:

a) To protect the ecological and hydrological integrity of the Oak Ridges Moraine Area;

b) To ensure that only land and resources uses that maintain, improve or restore the ecological and hydrological functions of the Oak Ridges Moraine Area are permitted;

c) To maintain, improve or restore all the elements that contribute to the ecological and hydrological functions of the Oak Ridges Moraine Area, including the quality and quantity of its water and it other resources;

d) To ensure that the Oak Ridges Moraine Area is maintained as a continuous natural landform and environment for the benefit of present and future generations;

e) To provide for land and resource uses and development that are compatible with the other objectives and policies of this Plan;

f) To allow continued development within existing settlement areas and the Palgrave Estate Residential Community provided such development is consistent with all other applicable objectives and policies of this Plan;

g) To permit uses outside of the settlement areas and the Palgrave Estate Residential Community that are consistent with all other applicable objectives and policies of this Plan;

h) To consider recognizing existing uses that were legal conforming uses on the date of adoption of Official Plan Amendment 186 that are compatible with the intent of the ORMCP, and allow them to continue in accordance with all other applicable objectives and policies of this Plan; and,

i) To support the establishment of a continuous, non-intensive recreational trail through the ORMCPA in Caledon that is accessible to all, including persons with disabilities.

7.10.3 General Policies

7.10.3.1 The provisions of Section 7.10 apply to all lands located within the ORMCPA and shall be read and interpreted in the context of all other applicable provisions of this Plan.

7.10.3.2 In the case of conflict between any provision of this Plan and the ORMCP, the ORMCP shall prevail. Subject to Section 7.10.3.4, where the provisions of this Plan are more restrictive than those in the ORMCP, this Plan shall not be considered to be in conflict with the ORMCP, and the more restrictive provisions shall prevail.

7.10.3.3 Subject to Section 7.10.3.4, in the case of conflict between the provisions of Section 7.10 and any other provision of this Plan, the more restrictive provisions shall prevail.

7.10.3.4 In accordance with Section 33 of the ORMCP, this Plan and the Town's implementing Zoning By-law shall not contain provisions that are more restrictive than the provisions of the ORMCP with respect to agricultural uses, mineral aggregate operations and wayside pits. Notwithstanding any other provision of this Plan, if it is determined that the provisions of this Plan are more restrictive than the ORMCP with respect to agricultural uses, mineral aggregate operations and wayside pits, the provisions of the ORMCP shall prevail to the extent that they are less restrictive.

7.10.3.5 Lands within the ORMCPA shall normally be zoned in separate classifications in the implementing Zoning By-law which conform to the provisions of the applicable land use designations. Council may recognize legally existing single-dwellings and legally existing uses that conform to the ORMCP and provided:

a) recognizing the existing use will not adversely affect the ecological integrity of the ORMCPA; and,

b) recognizing the existing use will not result in any immediate loss of EPA form, function and integrity, and is unlikely to result in any longer term or cumulative impacts on EPA form, function and integrity.

7.10.3.6 The external boundary of the ORMCPA within the Town of Caledon, as delineated on the Schedules to this Plan, shall only be amended in accordance with regulations or procedures as may be established by the Province of Ontario.

7.10.3.7 Within the ORMCPA, applications for development that were commenced before November 17, 2001 and were not decided upon as of November 17, 2001 shall not be subject to the provisions of 7.10, save and except those provisions prescribed by Section 48 of the ORMCP. Such applications shall still be subject to all other applicable provisions of this Plan. To determine if an application is eligible to be processed under this section, reference should be made to the ORMCP and the *Oak Ridges Moraine Conservation Act, 2001*.

7.10.3.8 Existing Uses, Buildings and Structures

7.10.3.8.1 Nothing in Section 7.10 applies to prevent the use of any land, building or structure within the ORMCPA, for a purpose prohibited by Section 7.10, if the land, building or structure was lawfully used for that purpose on November 15, 2001 and continues to be used for that purpose; or the erection or use for a purpose prohibited by this Plan of a building or structure for which a permit has been issued under subsection 8(2) of the *Building Code Act, 1992* on or before November 15, 2001 if,

i) The permit has not been revoked under subsection 8(10) of the *Building Code Act, 1992*; and,

ii) The building or structure when erected is used and continues to be used for the purpose for which it was erected.

Existing uses within the ORMCPA shall be subject to Section 5.13 and the following detailed provisions:

a) Within EPA and the Minimum Area of Influence associated with a Key Natural Heritage Feature or Hydrologically Sensitive Feature specified in Table 7.5, all existing land uses, building and structures, including existing agricultural and residential uses, shall be subject to Site Plan Control in order to ensure that any future expansions to existing buildings and structures, or increases in intensity of use, conform to the applicable provisions of this Plan.

b) Within EPA and the Minimum Area of Influence associated with a Key Natural Heritage Feature or Hydrologically Sensitive Feature specified in Table 7.5, where an existing use conforms to both the underlying land use designation and the implementing Zoning By-law, an expansion to an existing building or structure on the same lot, or increase in intensity of use will only be permitted if the applicant demonstrates that:

i) There will be no change in use, unless in accordance with Section 7.10.3.8.2;

ii) The expansion will not adversely affect the ecological integrity of the ORMCPA;

iii) The application conforms to Section 5.7.3.2.3 or 5.7.3.2.4, as applicable; and,

iv) A Site Plan has been approved by the Town of Caledon.

c) Within EPA and the Minimum Area of Influence associated with a Key Natural Heritage Feature or Hydrologically Sensitive Feature specified in Table 7.5, where an existing use does not conform to the underlying land use designation, but has been recognized in the implementing Zoning By-law in accordance with Section 7.10.3.5, any expansion to an existing building or structure, or increase in

intensity of use shall be subject to the provisions of Sections 5.13.3 and 7.10.3.8.1 b).

d) Within EPA and the Minimum Area of Influence associated with a Key Natural Heritage Feature or Hydrologically Sensitive Feature specified in Table 7.5, where an existing use does not conform to both the underlying land use designation and the implementing Zoning By-law, any expansion to an existing building or structure shall be subject to the provisions of Section 5.13.4 and 7.10.3.8.1 b).

7.10.3.8.2 Nothing in Section 7.10 applies to prevent the conversion of an existing use to a similar or more compatible use provided the applicant demonstrates that:

a) The conversion will bring the use into closer conformity with the ORMCP;

b) The conversion will not adversely affect the ecological integrity of the ORMCPA;

c) The conversion will protect and maintain the form, function and integrity of EPA;

d) The proposed use conforms to all other provisions of this Plan; and,

e) A Site Plan has been approved by the Town of Caledon.

7.10.3.8.3 Nothing in Section 7.10 applies to prevent the expansion of an existing institutional use, provided the applicant demonstrates that:

a) There will be no change in land use;

b) The expansion will not adversely affect the ecological integrity of the ORMCPA;

c) If the proposed expansion is within EPA, the application conforms to Section 5.7.3.2.3 or 5.7.3.2.4, as applicable;

d) The proposed expansion conforms to all other provisions of this Plan; and,

e) A Site Plan has been approved by the Town of Caledon.

7.10.3.8.4 Nothing in Section 7.10 shall apply to prevent the reconstruction, within the same location and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure, shall be deemed to be an existing building or structure if there is no change in use and no intensification of the use.

7.10.3.8.5 If an existing use had adverse effects on the ecological integrity of the ORMCPA, any application to expand the building, structure or use or to convert the existing use to a similar use shall be considered with the objective of bringing the use into closer conformity with this Plan.

For greater clarity, for the purposes of Section 7.10,

"existing" means lawfully in existence on November 15, 2001, and for greater certainty does not include a use, building or structure that is in existence on that date without being lawful;

"institutional" use includes, without limitation, a long-term care facility, hospital, school, university or college.

7.10.3.8.6 In considering applications under Sections 7.10.3.8.1 to 7.10.3.8.4, the Town will require a Site Plan and may also require an applicant to:

a) Submit appropriate studies/ investigations;

b) Provide plans and/or drawings;

c) Enter into an agreement with the Town; and,

d) Agree to any other conditions or requirements as deemed appropriate by the Town.

7.10.3.9 Vacant Existing Lots of Record

7.10.3.9.1 Subject to Sections 7.10.3.9.2 to 7.10.3.9.4, nothing in Section 7.10 applies to prevent the construction of a single residential dwelling on a vacant existing lot of record provided:

a) The use, erection and location would have been permitted by the Town's implementing Zoning By-law on November 15, 2001;

b) The applicant demonstrates, to the extent possible, that the use, erection and location will not adversely affect the **e**cological integrity of the ORMCPA;

c) The application conforms to all other requirements of this Plan; and,

d) The approval requirements of all other relevant agencies have been met.

7.10.3.9.2 Where a portion of a vacant existing lot of record is outside of EPA and is of sufficient size to accommodate a single residential dwelling and associated infrastructure, the Town will require the dwelling to be constructed outside of the EPA unless the requirements of Sections 7.10.3.9.1 and 7.10.3.9.3 have been met.

7.10.3.9.3 Where a vacant existing lot of record is wholly or partly within EPA, a single residential dwelling within EPA shall not be approved unless, in addition to meeting the requirements of Section 7.10.3.9.1, the applicant demonstrates that:

a) There are no reasonable alternative locations on the lot outside of EPA that would be suitable for the construction of a single residential dwelling;

b) The form, function and integrity of the EPA have been protected and maintained to the extent possible;

c) All appropriate measures to minimize and/or mitigate unavoidable impacts will be implemented; and,

d) A Site Plan has been approved.

7.10.3.9.4 In considering a proposed single residential dwelling under 7.10.3.9.3, if applicable, the Town will require a site plan and may require the applicant to:

a) Submit appropriate studies/ investigations;

b) Provide plans and/or drawings;

c) Enter into an agreement with the Town; and,

d) Agree to any other conditions or requirements as deemed appropriate by the Town.

7.10.3.10 Second Dwellings

7.10.3.10.1 OPA 186 Within the ORMCPA, except for lands lying within the ORMCP Settlement Area and Rural Settlement designations and the Palgrave Estate Residential Community, *Additional Residential Units* shall not be permitted on lands located within the Oak Ridges Moraine. In addition to the provisions of Section 3.5.3.10, if the application is within EPA and requires an expansion of the existing dwelling, the applicant must demonstrate that:

a) The expansion meets the requirements of Section 7.10.3.8.1 b).

7.10.3.10.2 A second dwelling for farm help shall be permitted in accordance with the applicable provisions of Section 5.1. In addition to the provisions of Section 5.1, the applicant must demonstrate that:

a) The second dwelling is a temporary, mobile or portable unit, except as otherwise permitted by the Province of Ontario;

b) The second dwelling:

i) Is required to house help that is needed on the farm operation on a seasonal or full-time basis;

ii) Does not require a consent under section 50 or 53 of the Planning Act, and,

iii) Is not within EPA and does not adversely affect the ecological integrity of the ORMCPA.

c) A Site Plan has been approved.

7.10.3.10.3 Where the primary land use designation permits a consideration of other

forms of second dwellings (i.e. a property manager's home), such a second dwelling may be considered within the ORMCPA subject to the provisions of the primary land use designation and the requirements of subsections 7.10.3.10.5 b), c) and d).

7.10.3.10.4 In considering proposed second dwellings in accordance with Sections 7.10.3.10.1 to 7.10.3.10.3, the Town will require a Site Plan and may require the applicant to:

a) Submit appropriate studies/investigations;

b) Provide plans and/or drawings;

c) Enter into an agreement with the Town; and,

d) Agree to any other conditions or requirements as deemed appropriate by the Town.

7.10.3.11 Accessory Uses

7.10.3.11.1 Accessory uses outside of EPA and any associated ORMCP Minimum Area of Influence shall be permitted in accordance with Section 5.14.

7.10.3.11.2 Proposed accessory uses to permitted uses within EPA and any associated ORMCP Minimum Area of Influence, shall not be approved unless an applicant demonstrates that:

a) There are no reasonable alternative locations on the lot outside of EPA and the Minimum Area of Influence that would be suitable for the proposed accessory use, or that the proposed accessory use should, for functional reasons, be in reasonable proximity to an existing use;

b) Highly sensitive features, such as fisheries, wetlands and the habitat of endangered, rare or threatened species, have been avoided and will not be adversely affected;

c) The form, function and integrity of the EPA have been protected and maintained; and,

d) A Site Plan has been approved.

7.10.3.11.3 In considering a proposed accessory use under 7.10.3.11.2 the Town will require a Site Plan and may require the proponent to:

a) Prepare appropriate studies/ investigations;

b) Provide plans and/or drawings;

c) Enter into an agreement with the Town; and,

d) Agree to any other conditions or requirements as deemed appropriate by the Town.

7.10.3.12 The Town of Caledon may prepare guidelines to assist in the interpretation and implementation of the site plan process referenced in Sections 7.10.3.8 to 7.10.3.11. This shall include identifying opportunities for scoping and/or allowing exemptions from the site plan requirements. In preparing such guidelines the Town will consult with appropriate agencies and stakeholders, including the Region of Peel and the Conservation Authorities.

Through the Site Plan approval process, the municipality may require the preservation, maintenance or establishment of vegetation buffers in order to mitigate the potential impact of the development and enhance the natural features and functions of the Oak Ridges Moraine ecosystem. Conditions of Site Plan approval may require greater setbacks, landscaped open space, less lot coverage or other limitations that exceed the minimum requirements of the Zoning By-law in order to maintain or enhance the ecological integrity of the Oak Ridges Moraine.

7.10.4 **Land Use Designation**

7.10.4.1 In accordance with the ORMCP, The ORMCPA shall be divided into the following land use designations:

a) Oak Ridges Moraine Natural Core Areas, which are areas with a high concentration of key natural heritage features, hydrologically sensitive features or landform conservation areas.

b) Oak Ridges Moraine Natural Linkage Areas, which are areas forming part of a central corridor system that support or have the potential to support movement of plants and animals among the Natural Core Areas, Natural Linkage Areas, river valleys and stream corridors.

c) Oak Ridges Moraine Countryside Areas, which are areas of rural land use such as agriculture, recreation, residential development, existing settlements, mineral aggregate operations, parks and open space. Within the Town of Caledon, the Countryside Area includes the Village of Palgrave, the Hamlets of Albion and Mono Road, and the Palgrave Estate Residential Community.

d) Oak Ridges Moraine Settlement Areas, which are areas designated for a wide range of urban type uses and development. Within the Town of Caledon, the Rural Service Centre of Caledon East is the only recognized ORMCP Settlement Area.

7.10.4.2 The boundaries of the ORMCP land use designations are depicted on Schedule P to this Plan. These boundaries have been further defined in accordance with the applicable provisions of the ORMCP and are deemed to conform to the ORMCP.

7.10.4.3 Within the ORMCPA, the internal boundaries of the ORMCP land use designations, as delineated on Schedule P, have been further defined in accordance with the applicable provisions of the ORMCP. No further amendments to the land use designations on Schedule P will be considered until the time of the ten (10) year review of the ORMCP.

7.10.4.4 The land use designations delineated on Schedule P shall be considered underlying designations. In general, land uses shall be permitted within all ORMCP land use designations in accordance with the underlying land use designations identified on Schedules A, C, D and G, subject to the restrictions contained in Sections 7.10.4.6 to 7.10.4.9, and subject to all

provisions of Section 7.10 that are applicable to the underlying ORMCP designation. In addition, permitted uses must meet all other applicable provisions of this Plan.

7.10.4.5 All lands within the ORMCPA shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the applicable ORMCP designation and other requirements of Section 7.10, as well as the underlying primary land use designation. Notwithstanding the foregoing, Council may recognize non-conforming uses in the implementing Zoning By-law in accordance with Sections 5.13.3 and 7.10.3.5.

7.10.4.6 Oak Ridges Moraine Natural Core Areas

7.10.4.6.1 The purpose of the Natural Core Area designation is to maintain and where possible improve or restore the ecological integrity of the ORMCPA. Additional purposes and objectives for Natural Core Areas are also found in Sections 11(1) and (2) of the ORMCP.

Permitted uses shall include all uses permitted in the underlying land use designation, subject to all other applicable provisions of this Plan, and subject to the following restrictions:

a) Notwithstanding any other policy of this Plan, new or expanded extractive industrial operations are not permitted within Oak Ridges Moraine Natural Core Areas;

b) Notwithstanding any other policy of this Plan, new intensive recreational uses are not permitted within Oak Ridges Moraine Natural Core Areas; and,

c) Notwithstanding any other policy of this Plan, agriculture-related industrial and commercial uses are not permitted within Oak Ridges Moraine Natural Core Areas.

7.10.4.7 Oak Ridges Moraine Natural Linkage Areas

7.10.4.7.1 The purpose of the Natural Linkage Area designation is to maintain, and where possible, improve or restore, regional-scale open space linkages between Natural Core Areas and along river valleys and stream corridors. Additional purposes and objectives for Natural Linkage Areas are also found in Sections 12(1) and (2) of the ORMCP.

Permitted uses shall include all uses permitted in the underlying land use designation, subject to all other applicable provisions of this Plan and subject to the following restrictions:

a) Notwithstanding any other policy of this Plan, new intensive recreational uses are not permitted within Oak Ridges Moraine Natural Linkage Areas; and,

b) Notwithstanding any other policy of this Plan, agriculture-related industrial and commercial uses are not permitted within Oak Ridges Moraine Natural Linkage Areas.

7.10.4.8 Oak Ridges Moraine Countryside Areas

7.10.4.8.1 The purpose of Countryside Areas is to encourage agricultural and other rural uses. Additional purposes and objectives for Countryside Areas are also found in Sections 13(1) and (2) of the ORMCP.

Permitted uses shall include all uses permitted in the underlying land use designation, subject to all other applicable provisions of this Plan and subject to the following restrictions:

a) Notwithstanding any other policy of this Plan, new intensive recreational uses are not permitted within Oak Ridges Moraine Countryside Areas where the primary land use designation is either Prime Agricultural Area or General Agricultural Area.

7.10.4.8.2 Estate Residential development is permitted with respect to land in the Palgrave Estates Residential Community (a component of Countryside), as shown on Schedule P, in accordance with Section 7.1 of this Plan.

7.10.4.9 Oak Ridges Moraine Settlement Areas

7.10.4.9.1 Permitted uses shall include all uses permitted in the primary land use designation, subject to all other applicable provisions of this Plan.

7.10.5 **Protecting Ecological and Hydrological Integrity**

7.10.5.1 Key Natural Heritage Features and Hydrologically Sensitive Features

Key Natural Heritage Features within the ORMCPA are wetlands, significant portions of the habitat of endangered, rare and threatened species, fish habitat, areas of natural and scientific interest (life science), significant valleylands, significant wildlife habitat and sand barrens, savannahs and tallgrass prairies.

Hydrologically sensitive features within the ORMCPA are permanent and intermittent streams, wetlands, kettle lakes and seepage areas and springs.

7.10.5.1.1 Subject to Section 7.10.5.1, Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones, as set out in Table 7.5, shall be designated Environmental Policy Area (EPA) and shall be subject to Section 5.7 and the applicable provisions of Section 7.10. Except as otherwise permitted by this Plan, development is prohibited within Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones.

7.10.5.1.2 Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones that are not currently designated EPA on the Schedules to this Plan, but are identified through more detailed investigations, shall be deemed to be designated EPA and shall be subject to Section 5.7 and the applicable provisions of Section 7.10.

The Key Natural Heritage Features and Hydrologically Sensitive Features not shown in mapping shall only be identified using the technical series on the Oak Ridges Moraine prepared by the Province.

These features shall either be identified on a site-by-site basis or through the completion of an appropriate study such as a natural heritage evaluation and/or hydrological evaluation, prior to undertaking any development or site alteration within the Oak Ridges Moraine.

As new information becomes available this Plan may be amended to identify additional lands that include Key Natural Heritage Features and/or Hydrologically Sensitive Features described in Section 7.10.5.1. Significant portions of the habitat of endangered, rare and threatened species, fish habitat, areas of natural and scientific interest (life science), significant valleylands, significant wildlife habitat, sand barrens, savannahs and tallgrass prairies, permanent and intermittent streams, wetlands, kettle lakes and seepage areas and springs shall be identified using the technical series on the Oak Ridges Moraine prepared by the Province. Where site-specific studies or updated information from the Province results in refinements to the boundary or extent of a Key Natural Heritage Feature, or its related vegetation protection zone, such a refinement shall be considered in accordance with Section 5.7.3.1.4 and Section 5.7.3.1.5. Fish habitat on the Oak Ridges Moraine are to include but are not limited to all hydrologically sensitive features with surface water characteristics.

7.10.5.1.3 For the purposes of Section 7.10:

a) As defined in the Glossary of Terms, the minimum area of influence that relates to a key natural heritage feature or hydrologically sensitive feature described in Column 2 of Table 7.5 is the area referred to in Column 3 of the Table that corresponds to the same item;

b) As defined in the Glossary of Terms, the minimum vegetation protection zone that relates to a key natural heritage feature or hydrologically sensitive feature described in Column 2 of Table 7.5 is the area determined in accordance with the corresponding item in Column 4 of the Table;

c) If land falls within more than one item in Column 1 of the Table, the provisions that are more restrictive apply;

d) With respect to land that was within the Caledon East Secondary Plan Area on April 22, 2002, any provision referred to in subsection e) prevails, to the extent of any conflict, over subsections b) and c);

e) Subsection d) applies with respect to a provision of this Plan or implementing Zoning By-laws, as the case may be, that are adopted on the basis of,

i) Environmental studies; or,

ii) Infrastructure planning including, without limitation, environmental assessments, infrastructure servicing studies and master environmental servicing studies.

7.10.5.1.4 For proposed major development that is within the Minimum Area of Influence associated with a Key Natural Heritage Feature or Hydrologically Sensitive Feature but is outside of the feature itself and the related Minimum Vegetation Protection Zone, an applicant shall prepare an Environmental Impact Study and Management Plan (EIS and MP) in accordance with Section 5.7.3.7. In addition to the requirements of Section 5.7.3.7, an EIS and MP prepared on for lands located within the ORMCPA shall:

a) With respect to Key Natural Heritage Features:

i) Demonstrate that the development applied for will have no adverse effects on the key natural heritage feature or on the related ecological functions;

ii) Identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the key natural heritage feature and its connectivity with other key natural heritage features;

iii) In the case of an application relating to land in a ORMCP Natural Core Area, Natural Linkage Area or Countryside Area, demonstrate how connectivity within and between key natural heritage features will be maintained and, where possible, improved or restored before, during and after construction;

iv) If Table 7.5 specifies the dimensions of a Minimum Vegetation Protection Zone, determine whether it is sufficient, and if it is not sufficient, specify the dimensions of the required Minimum Vegetation Protection Zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it;

v) If Table 7.5 does not specify the dimensions of a Minimum Vegetation Protection Zone, determine whether one is required, and if one is required, specify the dimensions of the required Minimum Vegetation Protection Zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it. This shall include, without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Government of Ontario, as amended from time to time; and,

vi) In the case of a key natural heritage feature that is fish habitat, ensure compliance with the requirements of the Department of Fisheries and Oceans (Canada).

b) With respect to Hydrologically Sensitive Features:

i) Demonstrate that the development or site alteration will have no adverse effects on the hydrologically sensitive feature or on the related hydrological functions;

ii) Identify planning, design and construction practices that will maintain, and where possible improve or restore, the health, diversity and size of the Hydrologically Sensitive Feature; and,

iii) Determine whether the Minimum Vegetation Protection Zone dimensions specified in Table 7.5 are sufficient, and if not sufficient, specify the dimensions of the required Minimum Vegetation Protection Zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it. In the case of items 11 and 12 on Table 7.5, the basis on which the determination and specification required by this subsection is done shall include, without limitation, an analysis of land use, soil type and slope class, using criteria established by the Government of Ontario, as amended from time to time.

7.10.5.1.5 Notwithstanding any other provision of this Plan, new or intensified agricultural uses and agriculture-related uses shall not be permitted within EPA, except for the expansion of an existing building or structure, which may be considered in accordance with Section 7.10.3.8, and new accessory uses, which may be considered in accordance with Section 7.10.3.11.

For the purpose if interpreting this section, a change in agricultural use (e.g. changing from raising crops to raising livestock) or minor increases in number of livestock, will not be considered new or intensified agricultural uses unless it is likely that such a change will adversely affect the form, function and integrity of EPA. The expansion of an existing agricultural use that would result in the loss of EPA area will not be permitted (e.g. removal of a portion of a significant woodland or wetland)".

7.10.5.1.6 Notwithstanding the inclusion of all Oak Ridges Moraine Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones within EPA, as outlined in Table 3.1, the EPA boundaries within the Caledon East Secondary Plan Area, as shown on Schedule D, have been established on the basis of the Caledon East Comprehensive Environmental Impact Study and Management Plan, prepared as part of the Secondary Plan process. As a result, the EPA designations on Schedule D Caledon East Land Use Plan do not include the

Minimum Vegetation Protection Zones associated with Oak Ridges Moraine Key Natural Heritage Features and Hydrologically Sensitive Features as specified on Table 7.5.

The precise location of EPA and the need for and width of any Minimum Vegetation Protection Zones shall be determined on a site-specific basis through an EIS and MP prepared in accordance with Sections 5.7.3.7 and 7.10.5.1.6, and shall be guided by the recommendations of the Caledon East Comprehensive EIS and MP. The precise locations of EPA and their associated Minimum Vegetation Protection Zones will be provided to the Province, the Region and local Conservation Authorities when determined.

TABLE 7.5 Oak Ridges Moraine Key Natural Heritage Features, Hydrologically Sensitive Features and Areas of Natural and Scientific Interests (Earth Science) Minimum Areas of Influence and Minimum Vegetation Protection Zones

Feature	Minimum Area of Influence	Minimum Vegetation Protection Zone
Wetlands	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to clause 7.10.5.1.4 a) iv) if a natural heritage evaluation is required
Significant portions of habitat of endangered, rare and threatened species	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation carried out under section 7.10.5.1.4
Fish habitat	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to clause 7.10.5.1.4 a) iv) if a natural heritage evaluation is required
Areas of natural and scientific interest (life science)	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation carried out under section 7.10.5.1.4
Areas of natural and scientific interest (earth science)	All land within 50 metres of any part of feature	As determined by an earth science heritage evaluation carried out under subsection 7.10.5.6.9
Significant valleylands	All land within 120 metres of stable top-of-bank	All land within 30 metres of stable top-of-bank, subject to clause 7.10.5.1.4 a) iv) if a natural heritage evaluation is required
Significant woodlands	All land within 120 metres of any part of feature	All land within 30 metres of the base of outermost tree trunks within the woodland, subject to clause 7.10.5.1.4 a) iv) if a natural heritage evaluation is required
Significant wildlife habitat	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation carried out under section 7.10.5.1.
Sand barrens, savannahs and tallgrass prairies	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to clause 7.10.5.1.4 a) iv) if a natural heritage evaluation is required
Kettle lakes	All land within 120 metres of the surface catchment area	All land within the surface catchment area or within 30 metres of any part of feature, whichever is greater, subject to

		clause 7.10.5.1.4 b) iii) if a hydrological evaluation is required
Permanent and intermittent streams	All land within 120 metres of meander belt	All land within 30 metres of meander belt , subject to clause 7.10.5.1.4 a) iv) if a hydrological evaluation is required
Seepage areas and springs	All land within 120 metres of any part of feature	All land within 30 metres of any part of feature, subject to clause 7.10.5.1.4 a) iv) if a hydrological evaluation is required

7.10.5.2 Connectivity

7.10.5.2.1 Within the ORMCP Natural Core Areas, Natural Linkage Areas and Countryside Areas, every application for major development shall identify planning, design and construction practices that ensure that no buildings or other site alterations impede the movement of plants and animals among Key Natural Heritage Features, Hydrologically Sensitive Features and adjacent land within ORMCP Natural Core Areas and Natural Linkage Areas.

7.10.5.3 Watershed Planning

7.10.5.3.1 Work jointly with the Region of Peel and applicable Conservation Authority to prepare watershed plans, including water budgets and water conservation plans, to meet the requirements of Section 24 of the ORMCP for every watershed in Caledon having streams originating on the Oak Ridges Moraine.

7.10.5.3.2 The applicable objectives and policies of a completed watershed plan shall be incorporated into this Plan, as appropriate, by official plan amendment.

7.10.5.3.3 Applications for major development, commenced on or after April 23, 2007, are prohibited unless:

a) The watershed plan for the relevant watershed, prepared in accordance with Section 7.10.5.3, has been completed;

b) The major development conforms with the watershed plan; and,

c) A water budget and conservation plan has been prepared by the Region of Peel in accordance with Section 25 of the ORMCP, and demonstrating that the water supply required for the major development is sustainable, has been completed.

7.10.5.3.4 Applications for major development, commenced prior to April 23, 2007, shall not be approved unless:

a) The Region of Peel has complied with Section 7.10.5.3.3 c); or,

b) The applicant:

i) Identifies any Hydrologically Sensitive Features and related hydrological functions on the site and how they will be protected;

ii) Demonstrates that an adequate water supply is available for the development without compromising the ecological integrity of the ORMCPA; and,

iii) Provides, with respect to the site and such other land as the approval authority considers necessary, a water budget and water conservation plan that:

a) Characterizes groundwater and surface water flow systems by means of modelling;

b) Identifies the availability, quantity and quality of water sources; and,

c) Identifies water conservation measures.

7.10.5.3.5 Except with respect to land within the Caledon East Secondary Plan Area, development with respect to land in a sub-watershed is prohibited if it would cause the total percentage of the area of the sub-watershed that has impervious surfaces to exceed:

a) 10 percent; or,

b) Any lower percentage specified in an approved watershed plan.

7.10.5.3.6 Except with respect to land within the Caledon East Secondary Plan Area, in considering applications for development with respect to land in a sub-watershed the Town of Caledon or applicable approval authority shall take into account the desirability of ensuring that at least 30 percent of the area of the sub-watershed has self-sustaining vegetation.

7.10.5.3.7 With respect to land within the Caledon East Secondary Plan Area, in considering applications for development with respect to land in a sub-watershed the Town of Caledon shall consider the importance of:

a) Ensuring that natural vegetation is maintained, and where possible improved or restored; and,

b) Keeping to a minimum impervious surfaces and their impact on water quality and quantity.

7.10.5.4 Wellhead Protection

7.10.5.4.1 Within the ORMCPA, in addition to the provisions of Section 3.2.5.13.3 and Table 3.2 of this Plan, the following uses are prohibited with respect to land in wellhead protection areas identified on Schedule O to this Plan:

a) Storage, except by an individual for personal or family use, of,

i) Petroleum fuels;

ii) Petroleum solvents and chlorinated solvents;

iii) Pesticides, herbicides and fungicides;

iv) Construction equipment;

v) Inorganic fertilizers;

vi) Road salt; and,

vii) Contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

b) Generation and storage of hazardous waste or liquid industrial waste.

c) Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities.

7.10.5.4.2 Within the ORMCP, notwithstanding any other provision of this Plan, except for uses that legally existed on or before November 15, 2001, the following additional uses are prohibited with respect to land in the zero to two (2) year time of travel zone within every wellhead protection area identified on Schedule O:

a) Storage of animal manure, except by an individual for personal or family use;

b) Animal agriculture, except by an individual for personal or family use; and,

c) Storage of agricultural equipment, except by an individual for personal or family use.

7.10.5.4.3 The uses prohibited by Sections 7.10.5.4.1 and 7.10.5.4.2 shall be restricted by the implementing Zoning By-law.

7.10.5.4.4 For the purpose of interpreting this Section, personal or family use shall mean a use that is an ordinary and incidental use associated with the normal operation of a household, but does not include uses associated with the carrying out of a business.

7.10.5.4.5 The Region of Peel may, from time to time, establish new and/or revised time of travel zones for wellhead protection areas. Any revisions to the time of travel zones on Schedule O shall require an amendment to this Plan.

7.10.5.5 Areas of High Aquifer Vulnerability

7.10.5.5.1 Within the ORMCP, notwithstanding any other provision of this Plan, except for uses that legally existed on or before November 15, 2001, the following uses are prohibited with respect to land in Areas of High Aquifer Vulnerability as identified on Schedule P-1:

a) Generation and storage of hazardous waste or liquid industrial waste;

b) Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;

c) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,

d) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

7.10.5.5.2 The uses prohibited by Sections 7.10.5.5.1 shall be restricted by the implementing Zoning By-law.

7.10.5.6 Landform Conservation Areas

7.10.5.6.1 In accordance with Section 30 of the ORMCP, Schedule P-2 of this Plan identifies Landform Conservation Areas Category 1 and Category 2.

7.10.5.6.2 With respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, and Countryside Areas, not including estate residential development in the Palgrave Estate Residential Community, an application for development with respect to land in a landform conservation area (Category 1) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum, including:

a) Maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;

b) Limiting the portion of the net developable area of the site that is disturbed to not more than 25 percent of the total area of the site; and,

c) Limiting the portion of the net developable area of the site that has impervious surfaces to not more than 15 percent of the total area of the site.

7.10.5.6.3 With respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, and Countryside Areas, not including estate residential development in the Palgrave Estate Residential Community, an application for development with respect to land in a landform conservation area (Category 2) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum, including:

a) Maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;

b) Limiting the portion of the net developable area of the site that is disturbed to not more than 50 percent of the total area of the site; and,

c) Limiting the portion of the net developable area of the site that has impervious surfaces to not more than 20 percent of the total area of the site.

7.10.5.6.4 Section 7.10.5.6.2 and 7.10.5.6.3 do not apply in respect of extractive industrial operations.

7.10.5.6.5 With respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, and Countryside Areas, not including estate residential development in the Palgrave Estate Residential Community, an application for major development with respect to land in a landform conservation area of either category shall be accompanied by a landform conservation plan that shows, on one or more maps:

a) Elevation contours in sufficient detail to show the basic topographic character of the site, with an interval of not more than two metres;

b) Analysis of the site by slope type (e.g. moderate or steep);

c) Significant landform features such as kames, kettles, ravines and ridges; and,

d) All waterbodies including intermittent streams and ponds.

7.10.5.6.6 The landform conservation plan required by Section 7.10.5.6.5 shall also include a development strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:

a) Retention of significant landform features in an open, undisturbed form;

b) Road alignment and building placement to minimize grading requirements;

c) Concentration of development on portions of the site that are not significant;

d) Use of innovative building design to minimize grading requirements; and,

e) Use of selective grading techniques.

7.10.5.6.7 With respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, and Countryside Areas, not including estate residential development in the Palgrave Estate Residential Community, an application for development that does not constitute major development, with respect to land in a landform conservation area of either category, shall be accompanied by a site concept plan that:

a) Identifies the areas within which all building, grading, and related construction will occur;

b) Demonstrates that buildings and structures will be located within the areas referred to in clause a) so as to minimize the amount of site alteration required; and,

c) Provides for the protection of areas of natural and scientific interest (earth science) in accordance with Section 7.10.5.6.9.

7.10.5.6.8 Section 7.10.5.6.7 does not apply in respect of mineral aggregate operations.

7.10.5.6.9 With respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas, Countryside Areas, including the Palgrave Estate Residential Community, an application for development with respect to land in an area of natural and scientific interest (earth science) or the related Minimum Area of Influence shall be accompanied by an earth science heritage evaluation that:

a) Identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes

for which the area of natural and scientific interest was identified; and,

b) Determines whether a Minimum Vegetation Protection Zone is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it.

7.10.5.6.10 With respect to land in the Palgrave Estate Residential Community and the Caledon East Secondary Plan Area, in considering applications for major development within landform conservation areas (Category 1 and 2) the Town of Caledon shall encourage applicants to adopt planning, design and construction practices that will keep disturbance to landform character to a minimum, so as to satisfy the requirements of Sections 7.10.5.6.2 to 7.10.5.6.9, if possible.

7.10.6 **Specific Land Use Policies**

7.10.6.1 Lot creation

7.10.6.1.1 Notwithstanding any other provision of this Plan, with respect to Oak Ridges Moraine Natural Core Areas, Natural Linkage Areas and Countryside Areas, not including Rural Settlements and the Palgrave Estate Residential Community, a lot may be created only in the following circumstances, and only if all other applicable provisions of this Plan have been satisfied:

a) Severance, from a rural lot, of a farm retirement lot or a lot for a residence surplus to a farming operation. The maximum permitted is a cumulative total of one such severance for each rural lot. All consents granted on or after January 1, 1994 are included in the calculation of the cumulative total;

b) Severance from each other of two or more rural lots that have merged in title. The severance shall follow the original lot lines or original half lot lines;

c) Allowing land acquisition for transportation, infrastructure, and utilities as described in Section 7.10.6.6, but only if the need for the project has been demonstrated and there is no reasonable alternative;

d) The addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used;

e) Facilitating conveyances to public bodies or non-profit entities for natural heritage conservation; and,

f) Severance from each other of parts of a lot that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

7.10.6.1.2 Section 7.10.6.1.1 applies whether the transaction takes the form of a conveyance, a lease for twenty-one (21) years or more, or a mortgage.

7.10.6.1.3 A lot may be created only if there is enough net developable area on both the severed lot and the retained lot to accommodate proposed uses, buildings and structures, including any accessory uses without encroachment on Key Natural Heritage Features or Hydrologically Sensitive Features. In general, new lots shall be designed to avoid further fragmentation of ownership of EPA, or EZ 1 within the Palgrave Estate Residential Community.

7.10.6.1.4 When a lot is created, the Town of Caledon shall enter into a site plan agreement or other agreement with the applicant to establish conditions requiring that natural self-sustaining vegetation be maintained or restored in order to ensure the long-term protection of any EPA/Environmental Zones 1 and 2 on the lot.

7.10.6.1.5 A lot shall not be created if this would extend or promote strip development.

7.10.6.1.6 New lots may be permitted within the Oak Ridges Moraine Rural Settlements of Palgrave Village, Albion and Mono Road in accordance with the provisions of Sections 5.10, 7.10.6.1.1 to 7.10.6.1.5 inclusive, and under the following circumstances:

a) New lots that are considered minor infill.

7.10.6.1.7 In addition to the lot creation policies contained in Sections 7.10.6.1.1 to 7.10.6.1.5 above, within the Palgrave Estate Residential Community, new lots may also be created in accordance with the provisions of Section 7.1.

7.10.6.1.8 New lots may be permitted within the Caledon East Secondary Plan Area in accordance with the provisions of Section 7.7 and all other applicable provisions of this Plan.

7.10.6.2 Mineral Aggregate Operations and Wayside Pits

7.10.6.2.1 Extractive industrial operations within the ORMCPA shall be subject to the provisions of Section 5.11, all other applicable provisions of this Plan and the following detailed policies:

7.10.6.2.2 Notwithstanding any other provision of this Plan, an application for a mineral aggregate operation or wayside pit with respect to land in a Natural Linkage Area within the ORMCPA shall not be approved unless the applicant demonstrates that:

a) There will be compliance with Section 5.11;

b) There will be no extraction within 1.5 metres of the water table;

c) The extraction of mineral aggregates from the site will be completed as quickly as possible;

d) The site will be rehabilitated in stages as quickly as possible; and,

e) The entire site will be rehabilitated in accordance with the following provisions:

i) In the case of land in a prime agricultural area, by restoring the land so that the average soil quality of each area is substantially returned to its previous level; and,

ii) In all other cases, by establishing or restoring natural self-sustaining vegetation.

7.10.6.2.3 In order to maintain connectivity, when a mineral aggregate operation or a wayside pit is located in a Natural Linkage Area, there shall at all times be an excluded area (which, for greater certainty, may contain both undisturbed land and land whose rehabilitation is complete) that:

a) Is at least 1.25 kilometres wide;

b) Lies outside the active or unrehabilitated portions of the area being used; and,

c) Connects parts of the Natural Linkage Area outside the mineral aggregate operation or wayside pit.

7.10.6.2.4 Notwithstanding any other provision of this Plan, an application for a mineral aggregate operation or wayside pit with respect to land within EPA may be approved if:

a) The EPA is occupied by woodlands that are young plantations or early successional habitat, as may be defined by the Ministry of Natural Resources and Forestry, and does not satisfy any other criteria for Key Natural Heritage Features and/or Hydrologically Sensitive Features, and then only if the applicant demonstrates that:

i) The long-term ecological integrity of the ORMCPA will be maintained, or where possible improved or restored;

ii) The extraction of mineral aggregates from the area that is young plantations or early successional habitat will be completed, and the area will be rehabilitated, as early as possible in the life of the operation;

iii) The area of young plantations or early successional habitat from which mineral aggregates are extracted will be rehabilitated by establishing or restoring natural self-sustaining vegetation of equal or greater ecological value; and,

iv) The provisions of Section 5.11.2.2.6 c) ii) to iv) have been satisfied.

7.10.6.2.5 An application for a mineral aggregate operation or wayside pit with respect to land in a landform conservation area (Category 1 or 2) shall not be approved unless the applicant demonstrates:

a) That the area from which mineral aggregates are extracted will be rehabilitated to establish a landform character that blends in with the landform patterns of the adjacent land; and,

b) That the long-term ecological integrity of the ORMCPA will be maintained, or where possible improved or restored.

7.10.6.3 Non-intensive Recreational Uses

7.10.6.3.1 Non-intensive recreational uses shall be permitted in all ORMCP land use designations in accordance with the provisions of the underlying land use designation, and the following detailed policies:

OPA 237

a) Limited in area structures accessory to non-intensive recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the ecological integrity of the ORMCPA will be kept to a minimum by:

i) Keeping disturbed areas to a minimum; and,

ii) Avoiding the most sensitive portions of the site, such as steep slopes, organic soils and significant portions of the habitat of endangered, rare or threatened species.

7.10.6.3.2 The Town of Caledon supports, and will participate in, as appropriate, efforts to establish a recreational trail system which provides continuous access and travel along the Oak Ridges Moraine in Caledon, accessible to all, including persons with disabilities, where compatible with other objectives of this Plan.

7.10.6.3.3 The trail system shall be designed and constructed in accordance with design standards and guidelines as may be established by the Town of Caledon from time to time, as well as the following:

a) Be designed to maintain and, where possible, improve or restore the ecological integrity of the ORMCPA;

b) Be located in the Natural Core Areas and Natural Linkage Areas as much as possible; and,

c) Be located away from unopened road allowances as much as possible.

7.10.6.4 Intensive Recreational Uses

7.10.6.4.1 Notwithstanding any other provision of this Plan, new intensive recreational uses shall only be permitted on lands within Oak Ridges Moraine Countryside Areas where the primary land use designation is either Rural Lands, or Open Space Policy Area. In addition being subject to Section 5.8 and all other applicable provisions of this Plan, new intensive recreational uses shall be subject to the following detailed policies:

OPA 237

a) An application to establish or expand an intensive recreational use shall be accompanied by a recreation plan demonstrating that:

   i) Water use for maintenance or snow-making or both will be kept to a minimum;

   ii) Grassed, watered and manicured areas will be limited to sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures;

   iii) Crossings of intermittent and permanent streams will be kept to a minimum;

   iv) Water-conserving technologies (such as low flow toilets and shower heads) will be used in clubhouses and restaurants;

   v) Water-conserving technologies (such as timed irrigation systems designed to reduce evaporation losses, and recycling of water from under greens) will be used in the irrigation and watering of sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures; and,

   vi) Stormwater treatment facilities will be used to capture and treat run-off from areas with impervious surfaces.

b) An application to establish or expand an intensive recreational use shall be accompanied by a vegetation management plan demonstrating that:

   i) The application of fertilizers, pesticides, herbicides and fungicides will be limited to sports field surfaces, golf fairways, tees, greens and landscaped areas around buildings and structures, and, in those locations, will be kept to a minimum;

   ii) Grass mixtures that require minimal watering and upkeep will be used for sports field surfaces and golf fairways; and,

   iii) Wherever possible, intermittent stream channels and drainage swales will be kept in a free-to-grow, low-maintenance condition.

c) An application to establish or expand an intensive recreational use shall demonstrate that:

   i) The recreational activities on the site will be compatible with the natural character of the surrounding area, and will be designed and located so as not to conflict with adjacent land uses; and,

   ii) New technologies relating to construction, grounds maintenance and water conservation will be explored and incorporated, as they become available, to help maintain,

and where possible improve or restore the ecological integrity of the ORMCPA.

7.10.6.5 Limited in Area Commercial, Industrial and Institutional Uses

7.10.6.5.1 OPA 237 New commercial, industrial and institutional uses that are limited in area may be considered on lands within Oak Ridges Moraine Countryside Areas where the underlying land use designation is Rural Lands, Palgrave Estate Residential Policy Areas 1, 2 or 3 or Settlement Area. In addition to being subject to the applicable provisions of the primary land use designation, new commercial, industrial and institutional uses that are limited in area must satisfy the following criteria:

a) The use is supportive of, complementary to or essential to uses that are permitted in the Town's Rural Lands and Agricultural Areas;

b) The use does not require large-scale modification of terrain, vegetation or both or large-scale buildings and structures; and,

c) Uses may include, but are not limited to:

i) Farm implement stores, feed stores and country markets; and,

ii) Schools, places of worship, community halls, retirement homes, and cemeteries, intended mainly to serve the nearby rural community.

7.10.6.5.2 OPA 237 In addition to meeting all requirements of the underlying land use designation and Section 7.10.6.5.1, an application for a commercial, industrial or institutional use that is limited in area within an ORMCP Countryside Area shall not be approved unless the applicant demonstrates that:

a) It is not feasible to locate the use in an ORMCP Settlement Area; and,

b) The buildings and structures will be planned, designed and constructed so as not to adversely affect:

i) The rural character of the ORMCP Countryside Areas,

ii) The ecological integrity of the ORMCPA; and,

iii) The form, function and integrity of EPA, or EZ 1within the Palgrave Estate Residential Community.

7.10.6.5.3 OPA 237 Sections 7.10.6.5.1 (a) and (c) and Section 7.10.6.5.2 (a) do not apply with respect to commercial, industrial or institutional uses that are limited in area and within the ORMCP Rural Settlements of Palgrave Village, Albion and Mono Road.

7.10.6.6 Transportation, Infrastructure and Utilities

7.10.6.6.1 For the purpose of interpreting and applying the provisions of Section 7.10.6.6, within the ORMCPA, transportation, infrastructure and utilities uses include:

a) Public highways;

b) Transit lines, railways and related facilities;

c) Gas and oil pipelines;

d) Sewage and water service systems and lines and stormwater management facilities;

e) Power transmission lines;

f) Telecommunications lines and facilities, including broadcasting towers;

g) Bridges, interchanges, stations, and other structures, above and below ground, that are required for the construction, operation or use of the facilities listed in clauses (a) to (f); and,

h) Rights-of-Way required for the facilities listed in clauses a) to g).

7.10.6.6.2 Subject to all other applicable policies, standards and guidelines as may be established by the Town of Caledon from time to time and the provisions of Section 5.9 of this Plan, and subject to jurisdictional limitations, an application for a transportation, infrastructure or utilities use with respect to land in an ORMCP Natural Linkage Area shall not be approved unless the applicant demonstrates that:

a) The need for the project has been demonstrated and there is no reasonable alternative; and,

b) The applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:

i) The area of construction disturbance will be kept to a minimum;

ii) Right-of-Way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure, and utility uses within a single corridor as possible;

iii) The project will allow for wildlife movement;

iv) Lighting will be focused downwards and away from Natural Core Areas; and,

v) The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the ORMCPA to a minimum.

7.10.6.6.3 Subject to all other applicable policies, standards and guidelines as may be established by the Town of Caledon from time to time and the provisions of Section 5.9 of this Plan, and subject to jurisdictional limitations, an application for a transportation, infrastructure or utilities use with respect to land in an ORMCP Natural Core Area shall not be approved unless the applicant demonstrates that:

a) The requirements of 7.10.6.6.2 have been met;

b) The project does not include and will not in the future require a highway interchange or a transit or railway station in an ORMCP Natural Core Area; and,

c) The project is located as close to the edge of the ORMCP Natural Core Area as possible.

7.10.6.6.4 Except as permitted in Section 7.10.6.6.5, with respect to lands designated EPA, all new transportation, infrastructure and utilities uses and all upgrading or extension of existing transportation, infrastructure and utilities uses, including the opening of a road within an unopened road allowance, are prohibited.

7.10.6.6.5 Transportation, infrastructure, and utilities uses may be permitted to cross lands designated EPA if the applicant demonstrates that:

a) The requirements of Section 5.7.3.5 have been met;

b) The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum;

c) The design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system referred to in Section 7.10.6.3;

d) The landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and,

e) The long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of EPA.

7.10.6.6.6 Service and utility trenches for transportation, infrastructure and utilities shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

7.10.6.6.7 The Town will encourage restrictions on haulage routes for transportation of chemicals and volatile materials in areas of high aquifer vulnerability and wellhead protection areas.

7.10.6.7 Sewage and Water Services

7.10.6.7.1 An application for major development shall be accompanied by a sewage and water system plan that demonstrates:

a) That the ecological integrity of Key Natural Heritage Features and Hydrologically Sensitive Features will be maintained;

b) That the quantity and quality of groundwater and surface water will be maintained;

c) That stream base flows will be maintained;

d) That the project will comply with the applicable watershed plan and water budget and conservation plan;

e) That the water use projected for the development will be sustainable; and,

f) That the requirements of all other agencies with jurisdiction over water and sewage services, including the Region of Peel, have been satisfied.

7.10.6.7.2 Water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

7.10.6.7.3 The construction or expansion of partial services is prohibited. Notwithstanding this general prohibition, the construction or expansion of partial services is permitted, subject to the servicing policies in the Regional Official Plan, the servicing capabilities of the Region of Peel and meeting all applicable requirements of the ORMCP, in each of the following circumstances:

a) Within the Palgrave Estate Residential Community as identified on Schedule G;

b) To address serious health or environmental concerns which are to be determined by the local Medical Officer of Health, the Town, Region, or other designated authority;

c) If the construction or expansion of partial services was approved under the Environmental Assessment Act and the period of time during which the construction or expansion may begin has not expired before November 17, 2001, including the East Caledon Water Supply Study prepared by the Region of Peel (December 1999);

d) To service existing lots of record and new lots created in accordance with the Town of Caledon Official Plan, where such lots abut or are in close proximity to existing municipal water or wastewater services, and the costs are borne by the proponent;

e) To service new uses that are established in accordance with the Town of Caledon Official Plan where the new use is located on a lot that abuts or is in close proximity to existing municipal water or wastewater services, and the costs are borne by the proponent.

All of the above exemptions are subject to the approval of the Region of Peel and/or the Town of Caledon, as applicable.

7.10.6.8 Stormwater Management

7.10.6.8.1 An application for major development shall be accompanied by a stormwater management plan as detailed in Section 7.10.6.9.

7.10.6.8.2 Every application for development shall demonstrate that planning, design and construction practices that protect water resources will be used, including:

a) Keeping the removal of vegetation, grading and soil compaction to a minimum;

b) Keeping all sediment that is eroded during construction within the site;

c) Seeding or sodding exposed soils as soon as possible after construction; and,

d) Keeping chemical applications to suppress dust and control pests and vegetation to a minimum.

7.10.6.8.3 In considering an application for development or site alteration, the Town shall seek to reduce areas with impervious surfaces and increase areas retained in a natural undisturbed state, in order to minimize stormwater volumes and contaminant loads.

7.10.6.8.4 The Town shall incorporate planning, design and construction practices into its development standards that will:

a) Reduce the portions of lots and sites that have impervious surfaces; and,

b) Provide the flexibility to use alternative stormwater management techniques such as directing roof discharge to rear yard ponding areas and using grassed swales.

7.10.6.8.5 Sections 7.10.6.8.2 to 7.10.6.8.4 do not apply to applications for mineral aggregate operations.

7.10.6.8.6 For the purposes of stormwater management within the ORMCP, the minimum standard for water quality is that 80 percent of suspended solids shall be removed from stormwater run-off as a long-term average.

7.10.6.8.7 Notwithstanding any other provision of this Plan, or other established Town of Caledon standards and practices, the disposal of stormwater into a kettle lake is prohibited.

7.10.6.8.8 Notwithstanding any other provision of this Plan, or other established Town of Caledon standards and practices, new stormwater management ponds are prohibited with respect to lands designated EPA.

7.10.6.9 Stormwater Management Plans

7.10.6.9.1 Where required in accordance with Section 7.10.6.8.1, in addition to all meeting all other established standards and practices, the objectives of a stormwater management plan are to:

a) Maintain groundwater quantity and flow and stream base flow;

b) Protect water quality;

c) Protect aquatic species and their habitat;

d) Prevent increases in stream channel erosion; and,

e) Prevent any increase in flood risk

7.10.6.9.2 Where required in accordance with Section 7.10.6.8.1, a stormwater management plan shall provide for an integrated treatment train approach that uses a planned sequence of methods of controlling stormwater and keeping its impact to a minimum by techniques including, without limitation:

a) Lot level controls such as devices and designs that direct roof discharge to rear yard ponding areas;

b) Conveyance controls such as grassed swales; and,

c) End-of-pipe controls such as wet ponds at the final discharge stage.

7.10.6.9.3 Where required in accordance with Section 7.10.6.8.1, a stormwater management plan shall be prepared in accordance with the applicable watershed plan prepared under Section 7.10.5.3, if one exists.

7.10.6.10 Rapid Infiltration Basins and Columns

7.10.6.10.1 Notwithstanding any other provision of this Plan, new rapid infiltration basins and new rapid infiltration columns are prohibited within the ORMCPA.

7.11 SNELL'S HOLLOW SECONDARY PLAN

7.11.1 Introduction

The following text and map identified as Schedule B-1 Land Use Plan attached hereto constitute the Snell's Hollow Secondary Plan.

7.11.2 Goals

In general, the Snell's Hollow Secondary Plan promotes high quality residential development in a comprehensive manner through the provision of appropriate policies respecting land use, environmental management, municipal servicing, transportation and other planning policy related policies. The Secondary Plan allows for predominantly urban use of Snell's Hollow area in a manner that complements the countryside image of the Town.

The goals of the Snell's Hollow Secondary Plan are:

a) Incorporate the use of gateway features and edge treatments to create a distinctive community that will act as a transition from the urban uses in Brampton and the countryside of Caledon;

b) Ensure a high standard of community design is provided that will promote social interaction, accessibility, and high aesthetic value;

c) Preserve and enhance natural environmental features and functions and minimize impact of development on the natural environment;

d) Ensure levels of noise are minimized by implementing appropriate land use arrangements, built forms, and landscape treatments;

e) Provide opportunities for a connected recreation and open space system comprised of neighbourhood parks and major open spaces linked to the rest of Caledon and Brampton by trails, local roads, walkways and bicycle paths;

f) Provide a transportation network that facilitates efficient, safe and convenient access for pedestrians, cars, bicycles, and transit which minimizes adverse traffic impacts to the community;

g) Maximize the incorporation of energy and water conservation measures in development proposals; and,

h) Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual landscape elements into the community design through careful consideration of road alignments and appropriate land uses.

7.11.3 Structural Concept

The structural concept for the Secondary Plan is to provide for a residential neighbourhood consisting of low density housing on the west side of Kennedy Road north of Mayfield Road.

Two significant environmental features affect the Secondary Plan. One is the Etobicoke Creek, and the other is section of the Heart Lake Complex provincially significant wetland area which is located on the east side of Kennedy Road.

The Etobicoke Creek environmental feature will be preserved in its natural state and is designated as Environmental Policy Area. An open space buffer will be provided adjacent to this environmental feature.

Impacts of development upon the Heart Lake Complex will be considered in planning for the Secondary Plan.

Development is to be provided on full municipal services.

Development must have regard for:

a) The progress of the Mayfield West Community Development Plan Study including the location, servicing and infrastructure requirements, and character, aesthetic qualities, and design of the future Mayfield West Rural Service Centre; and,

b) Existing and proposed land uses in the City of Brampton.

The local road network will include the existing collector road (Kennedy Road) and a high capacity arterial road (Mayfield Road). Kennedy Road will be widened between Mayfield Road and Highway 410 to an ultimate 36 metre Right-of-Way width. A new collector road will be required to service the planned development in the Secondary Plan. The road is conceptually illustrated on Schedule B-1. The ultimate alignment of the new collector road will be determined through the plan of subdivision application process.

Linkages between the residential development contemplated by the Secondary Plan, Residential Policy Area A**,** the future Mayfield West Rural Service Centre, Valleywood, the rest of Caledon and Brampton will be created through the use of pedestrian walkways, trails, and bicycle paths.

7.11.4 **Architectural Vision and Community Design**

In recognition of the location of these lands at the entrance to the Town of Caledon and, at the gateway to the Mayfield West Community Development Plan Study Area, the streetscape and community design and architecture of the area shall be of a consistently high quality.

As illustrated on Schedule B-1, the area in the vicinity of the intersection of Kennedy and Mayfield Roads has been designated as a 'Gateway'. The Community Design Guidelines prepared by NAK Design in support of the Secondary Plan identify neighbourhood gateways at the intersections of the minor collector road, shown conceptually on Schedule B-1, and Kennedy and Mayfield Roads. The Town shall require developers to work with the Town to establish the Gateway and neighbourhood gateway features at these intersections. The design of the gateways will be:

a) To the satisfaction of the Town of Caledon in consultation with the Region of Peel and entirely at the expense of the developers within the Secondary Plan; and

b) Determined through the plan of subdivision application process.

A combination of streetscaping, gateway features and architecture will be used to create a distinct edge along the north side of Mayfield Road and at Mayfield Road's intersection with Kennedy Road. Through the plan of subdivision application process, a plan will be provided for the Mayfield Road frontage and include streetscaping and gateway elements in the design. The plan must have regard for any design work that may exist in association with the Mayfield West Community Development Plan Study and the Region of Peel widening of Mayfield Road.

Urban design and architectural guidelines will be required and approved by Council prior to circulation of the plan of subdivision. The Guidelines must have regard for the evolving quality and aesthetic characteristics and requirements of the Mayfield West Rural Service Centre.

Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. Utilities shall be placed in such a manner so as to not visually detract from the streetscape. Utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., where feasible.

State of the art energy and water conservation measures will be incorporated in the development of the Snell's Hollow Secondary Plan Area, to the maximum extent feasible.

7.11.5 **Land Uses**

7.11.5.1 Low Density Residential

7.11.5.1.1 The predominant use of land in areas designated "Low Density Residential", as shown on Schedule B-1 the Land Use Plan, shall be for low density development.

7.11.5.1.2 Low density residential development includes single-detached, semi-detached and attached dwellings, and freehold townhouse units.

7.11.5.1.3 Low density development shall have a maximum density of up to 30 units per net hectare (12 units per net acre) consistent with Official Plan policy 5.10.3.27.8.

7.11.5.1.4 The policies of Section 5.10 SETTLEMENTS shall apply. Where there is conflict between those policies and the policies of this Secondary Plan, the policies of the Secondary shall prevail.

7.11.5.1.5 Development shall be primarily by plan of subdivision.

7.11.5.1.6 Innovative subdivision design and site design will be required.

7.11.5.1.7 With regard to residential development adjacent to Mayfield and Kennedy Roads, reverse frontages and sound walls are strongly discouraged. In exceptional situations where reverse frontages are necessary, efforts shall be made to maintain the appearance of frontage through such measures as building orientation, architectural design, site layout and landscaping.

7.11.5.1.8 Residential development as it applies to lands in the immediate area of Kennedy Road and Highway 410 may be deferred pending a decision by the Town of Caledon regarding the need for a future, partial interchange at Kennedy Road and Highway 410.

7.11.5.2 Environmental Policy Area

7.11.5.2.1 All lands designated Environmental Policy Area on Schedule B-1 are subject to the provisions of Section 5.7 and the Performance Measures contained in Section 3.2.5.

7.11.5.2.2 An open space buffer, as illustrated on Schedule B-1, shall be required to provide a transition between the Etobicoke Creek environmental feature and adjacent development. The location, extent and size of buffer areas will be defined through the processing of individual development applications and shall generally be a minimum of 10 metres in width from the environmental feature.

7.11.5.2.3 No development or site alterations shall be permitted within the buffer areas and the areas shall be left in their natural state or planted with native species in order to protect adjacent natural features.

7.11.5.2.4 A trail to run through the Environmental Policy Area north of Mayfield Road along the Etobicoke Creek is shown conceptually on Schedule B-1. The trail shall be developed by community groups in accordance with Section 5.7.3.4 of the Official Plan and to the satisfaction of the TRCA and the Town in consultation with the City of Brampton. Exact siting of the trail shall minimize grading requirements and be finalized prior to final approval. In the design of the trail, proponents shall address pedestrian access, stormwater management requirements, woodlot and habitat preservation, proximity to top-of-bank appropriate buffers from special features and setbacks from residential areas.

7.11.6 **Ecosystem Planning and Management**

7.11.6.1 All lands on Schedule B-1 are subject to the Ecosystem Planning and Management provisions of Section 3.2.

7.11.7 **Park**

7.11.7.1 A neighbourhood park will be required. Development of the park site shall be in accordance with Section 5.15 PUBLIC USES and Subsection 6.2.12 Parkland Dedication and Cash-in-Lieu in the Official Plan.

7.11.8 Cultural Heritage Resources

7.11.8.1 Cultural Heritage Resources as identified by the Cultural Heritage Survey undertaken by Unterman McPhail Associates and formalized in their "Cultural Heritage Resource Assessment Report" (June 2004) shall be conserved in accordance with the provisions of the Official Plan.

7.11.8.2 The Secondary Plan includes areas of high potential for archaeological resources. In accordance with the policies of the Official Plan, no pre-approval site grading, servicing or other soil disturbance shall take place prior to the Town and/or appropriate Provincial Ministry confirming that all archaeological resource concerns have met licencing and resource conservation requirements.

7.11.8.3 Where possible, cultural heritage landscape elements, such as mature tree lines, shall be retained in the context of any widening of Kennedy Road between Mayfield Road and the Highway 410 alignment.

7.11.8.4 Consideration shall be given to perpetuating the names of the former 19th and 20th century land owners (i.e. Samuel and Elias Snell, and members of the McKechrine/McEachern family and others) within proposed subdivisions in the naming of streets, parks and trails and natural areas.

7.11.9 Noise and Light

7.11.9.1 New residential development shall meet noise level guidelines and policies of the Ministry of the Environment and Climate Change and Ministry of Municipal Affairs and Housing, and criteria of the Region of Peel and the Town of Caledon relating to noise pollution in residential developments.

7.11.9.2 In accordance with the requirements of the Town, a detailed Noise Impact and Mitigation Study will be provided through the plan of subdivision application process.

7.11.9.3 Notice requirements will be required to all future residential owners indicating that Highway 410 will be constructed at some time in the future and Mayfield Road will be expanded in the near future to a 50 metre Right-of-Way and it is anticipated that the area will be subject to noise and light impacts associated with these facilities.

7.11.9.4 The Town shall require development proponents to evaluate lighting impacts associated with the future Highway 410 to determine appropriate mitigation measures using information available from the Province on road elevation and lighting standards.

7.11.9.5 Appropriate landscape buffers and/or berms, planting or screening may be required between residential areas and Highway 410, Kennedy Road and Mayfield Road upon completion and approval of noise and light analyses, in accordance with requirements of the Town and the Ministry of the Environment and Climate Change.

7.11.10 Transportation

7.11.10.1 The transportation system servicing the Secondary Plan area shown conceptually on Schedule B-1 shall be developed in accordance with Section 5.9 of the Official Plan. New development shall be serviced by municipal roads and temporary access will not be permitted.

7.11.10.2 The Official Plan designates Kennedy Road as a Collector Road. Developers of land within the Secondary Plan shall provide a widening to the Town to provide for a 36 metre Right-of-Way on Kennedy Road between Mayfield Road and the Highway 410 alignment. In addition, developers shall provide for the urbanization and widening of the west side of Kennedy Road in accordance with Town requirements, with proportionate reimbursement as other benefiting properties are developed.

7.11.10.3 A future partial interchange may need to be protected for at the intersection of Highway 410 and Kennedy Road subject to feasibility analysis, needs assessment, and location of development in Mayfield West north of Highway 410.

7.11.10.4 A minor collector road with a Right-of-Way of 22 metres will be provided to facilitate the safe and efficient movement of vehicles and pedestrians as generally shown on Schedule B-1 the Land Use Plan.

7.11.10.5 The collector road system shown conceptually on Schedule B-1 may be adjusted in order to accommodate a potential Kennedy Road/Highway 410 partial interchange, noise mitigation measures associated with Highway 410 and for the preservation of cultural heritage resources on the east side of Kennedy Road and such adjustment shall not require an amendment to the Official Plan.

7.11.10.6 Consistent with the objectives of Section 5.9.2 of the Official Plan, a pedestrian and bicycle pathway shall be encouraged within the park system, local road network and along Mayfield Road to link open space areas within and outside of the Secondary Plan. Pedestrian and bicycle pathways shall be encouraged along Kennedy Road in accordance with Subsection 7.11.10.2 of the Secondary Plan.

7.11.10.7 Development for this area must have regard for the Environmental Assessment study outcomes related to the extension of Highway 410 and provincial requirements respecting development adjacent to Highway 410.

7.11.10.8 Roads will be designed and built to accommodate the access and operations requirements of Town and fire and emergency services, service vehicles and snow plowing.

7.11.11 Staging and Servicing

7.11.11.1 All development in the Snell's Hollow Secondary Plan shall be serviced by municipal water, municipal sanitary and storm sewers, municipal roads, hydro, and other utilities. Stormwater management facilities shall be developed generally in accordance with the Stormwater Management Plan

prepared by Marshall Macklin Monaghan and to the satisfaction of the Town in consultation with the TRCA.

7.11.11.2 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers and other government agencies.

7.11.11.3 Stormwater Management Plans and reports shall comply with the most recent Ministry of the Environment and Climate Change Stormwater Management Planning and Design Manual.

7.11.11.4 The Stormwater Management Plan prepared by Marshall Macklin and Monaghan directs the drainage of the Secondary Plan be diverted away from the Heart Lake Complex wetlands to a stormwater management pond adjacent to Etobicoke Creek. In the event that an agreement cannot be reached between the Town, City of Brampton and the TRCA to locate and implement the pond in this location, the Stormwater Management Plan will be revised to determine where within the tablelands of the Low Density Residential designation the stormwater management pond(s) will be located.

7.11.11.5 Prior to draft approval of draft plan of subdivision, a developer will be required to provide any outstanding or further hydrogeological assessments or reports as required by the Town in consultation with the TRCA. In the event that a future assessment or report indicates the need for additional stormwater management facilities, the Stormwater Management Plan will be revised to determine where within the tablelands of the Low Density Residential designation the stormwater management facilities will be located.

7.11.11.6 Utilities and telecommunication infrastructure within the Secondary Plan shall be located within an initial common trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights of way.

7.11.11.7 Prior to approval of development within the Secondary Plan area, utilities and telecommunications providers are to confirm if services can be provided to support the proposed development; and, shall determine appropriate locations for large utility equipment or utility cluster sites.

7.11.11.8 Lands required to be used for large utility structures shall be shown as a block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the Town and utility provider.

7.11.11.9 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.

7.11.11.10 No final approval will be given to any parcel of land within the Snell's Hollow Secondary Plan until such time as stormwater, piped water and sanitary sewer facilities necessary to serve the proposed development are available.

7.11.11.11 In extending services to develop specific parcels, the developer shall provide the opportunity for adjacent existing unserviced or partially serviced development to connect to the municipal system.

7.11.11.12 Prior to the approval of any development, all servicing studies as required by the Town and Region shall be prepared to the satisfaction of the Town and Region.

7.11.11.13 Developments will be phased to ensure the most efficient and economical use of existing and proposed servicing infrastructure.

7.11.11.14 Any phasing shall take place in accordance with the policies set out in the Official Plan section 6.2.1.7.

7.11.12 **Cost-Sharing**

7.11.12.1 As appropriate, a cost-sharing agreement shall be instituted whereby the portion of the costs of major roads, trunk utilities and other public and/or community facilities servicing the whole area which may be chargeable to private development will be shared by all benefiting development, appropriately pro-rated among the owners affected. The program will be implemented through the *Development Charges Act*, front-ending agreements and/or other cost-sharing agreements. This provision is to allow for the equitable and ordered development of the planning area by sharing the burden of community use loads on all benefiting owners.

7.11.13 **Implementation**

7.11.13.1 The provisions of Section 6.0 of the Town of Caledon Official Plan regarding implementation and administration shall apply with regard to this Secondary Plan.

7.11.13.2 The lands comprising Residential Policy Area A as shown on Schedule B of the Official Plan will be dealt with through an amendment to this Secondary Plan for Snell's Hollow.

1. (a) Schedule B 'Mayfield West Land Use Plan' of the Town of Caledon Official Plan is hereby amended in accordance with Schedule B 'Mayfield West Land Use Plan' attached hereto.

   (b) Schedule B-1 'Snell's Hollow Secondary Plan – Land Use Plan' is hereby added to the Town of Caledon Official Plan.

2. Schedule K 'Road Right-of-Way Widths' of the Town of Caledon Official Plan is hereby amended by changing the Right-of-Way width for Kennedy Road between Mayfield Road and the Highway 410 corridor from 26 metres to 36 metres.

7.12 MAYFIELD WEST SECONDARY PLAN

7.12.1 Introduction

Within the hierarchy of settlements set out in the Town's Official Plan, the Rural Service Centres of Bolton, Caledon East and Mayfield West are identified as compact, well-integrated rural towns on full piped water and sewer services. The Rural Service Centres are designated as the primary growth areas for the planning period and as such will be the focus for the majority of new residential and employment growth. A wide range of commercial, employment, recreational, institutional and other uses and community services will be permitted in these settlements to serve both the needs of residents within the settlement, and of other residents in Caledon.

The purpose of the Mayfield West Secondary Plan ("Secondary Plan") is to establish policies that will achieve the objectives, identified herein, that have been established for this community. The planned population for the Secondary Plan is approximately 9,000 people and approximately 2,845 dwelling units. Approximately 180 gross hectares (444 acres) of employment generating land uses, complementary and supporting commercial and community uses are also provided.

7.12.2 Location

The area of this Official Plan Amendment consists of the lands ("Plan Area") generally bounded to the west by Highway 10 and the Etobicoke Creek, to the north by a southern portion of Lot 22, Concession 1 EHS, the West Half of Lot 21, Concession 2 EHS, and the southerly part of Lot 20, Concession 2 and 3 EHS, to the east by Dixie Road, and to the south by Mayfield Road and the planned Highway 410 extension.

7.12.3 Objectives

In addition to the principles, strategic direction, goals and objectives established elsewhere in the Town's Official Plan, and in accordance with Council endorsed planning and design principles, the June 2003 Planning and Design Workshop principles, the following objectives have been established specifically for the Plan Area.

7.12.3.1 Community Planning

a) Allow for growth in Mayfield West in accordance with the policies of the Town's Official Plan, as amended, and its role as a Rural Service Centre;

b) Provide for the establishment of a new community of approximately 9,000 people;

c) Create a community that is distinct and expressive of the Town of Caledon through, among other things, the development of a Village centre which will include a traditional main street, commercial and institutional uses, appropriate residential uses, and a town commons,

town square or market place. The Village Centre will provide a central focus for the community;

d) Develop a compact, mixed-use community that provides residential, employment and commercial opportunities, community facilities and services;

e) Create opportunities for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents. The mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form;

f) Establish a pedestrian oriented community focused on a 5-10 minute walking radius to key community elements such as the Village Centre, community facilities, schools, public open spaces and public transit facilities;

g) Integrate Valleywood and the Snell's Hollow Secondary Plan Area into the community through pedestrian and/or vehicular connections;

h) Provide locations for community facilities such as schools and a recreation centre that are community focal points, are visible and accessible to residents and are, as much as possible, part of the open space system;

i) Provide locations for social housing, including a seniors residence within, or in close proximity to, the Village Centre;

j) Ensure agricultural operations adjacent to urban development are protected through, among other methods, the application of minimum distance separation policies; and,

k) Ensure development within the Plan Area is in accordance with all applicable Caledon Official Plan policies including those pertaining to design guidelines, the Town's Industrial/Commercial Design Guidelines, the Town's Parks and Recreation Master Plan, and the Mayfield West Community Design Plan.

7.12.3.2 Employment

a) Contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses adjacent to and north of the Highway 410 extension.

7.12.3.3 Commercial

a) Provide for the development of a commercial area, consisting of approximately 9,300 m^2 (100,000 ft^2) of retail and service space within the Village Centre.

7.12.3.4 Cultural Heritage Resources

a) Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual landscape elements into the community design through careful consideration of road alignments and appropriate land uses.

7.12.3.5 Community Facilities

a) Provide the full range of community facilities needed to serve the needs of the residents;

b) Provide locations for community facilities that are visible and accessible to residents and users;

c) Provide and promote a broad range of recreational, cultural, and public open space resources to attract visitors, artisans, and craftspeople to the Village Centre; and,

d) Encourage multi-functional and shared use of public lands and buildings where appropriate.

7.12.3.6 Urban Design

a) Encourage a high quality and consistent level of urban design for the public and private realm through adherence to the policies and requirements of this Secondary Plan;

b) Create a public realm of streets, parks and open spaces which is clearly defined by pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate;

c) Establish urban design guidelines which encourage the development of attractive, safe, pedestrian-scale, transit supportive development within the community;

d) Ensure compatibility of land uses and/or development density in the Secondary Plan Area, including compatibility of land uses adjacent to Brampton to the south, through consideration of appropriate scale, massing and siting; and,

e) Require the preparation of a Mayfield West Community Design Plan which will elaborate on the design objectives and policies of this Secondary Plan.

7.12.3.7 Environment

a) Adhere to the Ecosystem Planning and Management Objectives contained in Section 3.2 and 5.7 of the Town's Official Plan;

b) Through the Mayfield West Master Environmental and Servicing Plan, implement an adaptive management approach to development which will ensure environmental impacts are minimized through, among other measures, the incorporation of best practice stormwater management techniques and appropriate environmental monitoring measures;

c) Implement the recommendations and strategies contained in the Mayfield West Master Environmental and Servicing Plan; and,

d) Incorporate, to the maximum extent feasible, state of the art energy and water conservation measures in the development of the Secondary Plan.

7.12.3.8 Municipal Servicing

a) Permit development within the Plan Area only on the basis of full municipal sanitary sewer, storm sewer and water services;

b) Ensure services, including the necessary sanitary sewer, storm sewer, water services and stormwater facilities, required for any part of the Secondary Plan Area, are in place and operative, with assigned capacity, as necessary, prior to, or coincident with urban development, in accordance with the provisions of this Secondary Plan and the Mayfield West Master Environmental and Servicing Plan;

c) Design a stormwater management system that is integrated with the open space system and minimizes impacts on the natural environment, in accordance with the recommendations of the Master Environmental and Servicing Plan, while meeting provincial, Town and other government agency water quality and quantity requirements and standards;

d) Design stormwater management facilities, and in particular the stormwater management facility adjacent to the Village Centre, to provide walking and cycling opportunities, as well as, open space areas for residents and visitors; and,

e) Ensure that development does not negatively impact the private water wells of residents within the Plan Area.

7.12.3.9 Transportation

a) Provide an interconnected, grid-like network of collector and local roads that provides an even distribution of traffic; takes its form from natural features; is connected to the surrounding arterial road system; provides numerous access and egress points into the residential neighbourhoods; facilitates direct pedestrian, bicycle and vehicular movement throughout the community; and permits convenient access to transit services;

b) Within the context of developing a pedestrian oriented community, integrate pedestrian and bicycle linkages, and traffic calming measures within the road network;

c) Ensure elements of the transportation network, required for any part of the community, are in place and operative as necessary, coincident with urban development, in accordance with the provisions of this Secondary Plan;

d) Ensure that the road network, street pattern, and streetscape design provide opportunities for transit service in the community, and to

connect Mayfield West to other areas of the Town and the rest of the Greater Toronto Area; and,

e) Provide for the protection of a partial interchange at the intersection of Highway 410 and Kennedy Road.

7.12.3.10 Parks and Open Space

a) Encourage and facilitate pedestrian and bicycle activity within the community by providing a system of public open spaces, hiking trails, pedestrian walkways and bicycle paths that are visible and accessible and that interconnect the residential neighbourhoods, the Village Centre, community facilities, employment lands, and areas beyond the Plan Area;

b) Provide parks and open spaces which have a clear functional relationship to the neighbourhoods and which are accessible and in visible locations for residents and visitors, generally as shown on Schedule B to this Secondary Plan;

c) Provide open space areas within the residential neighbourhoods which conserve, protect and enhance existing natural features;

d) Provide a trail system in the Etobicoke Creek valley that, while protecting and enhancing the significant natural features of the valley, includes pathways, pedestrian bridges, boardwalks, lookouts and similar facilities, to the satisfaction of the TRCA;

e) Incorporate stormwater management facilities into open space areas, meeting the water quality and quantity requirements of the Town and appropriate agencies; and,

f) Provide parks and open spaces that facilitate recreation activities and accommodate outdoor facility service levels as prescribed in the Town's Recreation and Parks Master Plan.

7.12.3.11 Financial

a) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable; and,

b) Establish appropriate policies and mechanisms to manage the rate and phasing of development in the Plan Area.

7.12.4 The Structural Concept

The Structural Concept establishes an overall vision for the evolution of the Plan Area to the year 2021 and forms the basis for the Secondary Plan policies and designations. It is anticipated that the development of the community, in accordance with the Secondary Plan, will result in a unique, diverse, compact, attractive and livable community which will include a vibrant Village Centre, high quality employment area; commercial facilities to meet both local, community and some Town-wide needs; a series of

residential neighbourhoods providing a broad range and mix of housing opportunities; and supporting community facilities.

7.12.4.1 Village Centre

A Village Centre will be located west of a realigned Kennedy Road and east of the Etobicoke Creek and, in accordance with the objectives of this Secondary Plan, will provide a central focus for the community. The Village Centre will include a traditional main street, commercial uses, community facilities such as a recreation centre, and appropriate residential uses. Anchoring the west end of the Village Centre is a pond, approximately 3.6 hectares (9 acres) in size, that will provide stormwater management and also an open space area for residents and visitors to enjoy.

7.12.4.2 Public Realm

The objective of this Secondary Plan underscore the recognition of the need to plan for the high quality of public realm, composed of clearly defined public spaces and street systems. Public spaces include parks, schools, community facilities, stormwater management facilities, Greenway Corridors, and compatible non-intensive recreational uses within EPA. A comprehensive and integrated system of walking and bicycle trails and/or pathways will provide linkages between the Plan Area, the Snell's Hollow Secondary Plan Area, Residential Policy Area A, Valleywood, the rest of the Town, and the City of Brampton.

Within the context of developing a pedestrian oriented community, and in support of the objectives of this Secondary Plan, the road network in this Secondary Plan will be based upon a grid which provides for permeability and connectivity for all modes of travel. An interconnected and integrated street network shall provide linkages between the residential neighbourhoods and the public spaces.

7.12.4.3 Greenway Corridors

Greenway Corridors are corridors that will be created to connect key natural features, such as the Etobicoke Creek and the West Humber Tributary, and facilitate the movement of flora and fauna and help maintain ecological processes. In addition, and in support of the objectives of this Secondary Plan, these features will facilitate opportunities to provide pedestrian and bicycle pathways and/or trails that connect the Village Centre, residential neighbourhoods, employment lands, community facilities, as well as the areas beyond the Plan Area.

7.12.4.4 Residential Neighbourhoods

A series of new residential neighbourhoods are proposed and shall be designed to maximize accessibility to the Village Centre, and the public realm. In accordance with the objectives of this Secondary Plan, opportunities shall be provided within each neighbourhood for medium density housing. Centrally located within each neighbourhood will be a community or a neighbourhood sized park to provide a focus for the

neighbourhoods. Elementary schools are permitted in the residential neighbourhoods. Two school sites, one for each Board, have been provided in the Secondary Plan.

7.12.4.5 Employment Lands

In accordance with the objectives of this Secondary Plan, approximately 180 hectares (444 acres) of employment lands have been reserved adjacent to and north of the Highway 410 extension. These lands will contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses including Prestige Industrial, General Industrial uses.

The design of the employment area shall capitalize on its highly visible and accessible location adjacent to the planned Highway 410 extension. An appropriate interface between the employment area and existing future residential development shall be established through the use of roads, landscaping and other community design elements.

7.12.5 **Implementation and Supplementary Studies**

The following studies provide additional direction and guidance with regard to implementing the policies of the Secondary Plan:

7.12.5.1 Mayfield West Master Environmental and Servicing Plan

The draft Mayfield West Master Environmental and Servicing Plan (January 2006) ("MESP"), shall be finalized to the satisfaction of the Town, in consultation with the Region of Peel, where appropriate, and to the satisfaction of the TRCA, prior to the approval of the Mayfield West Community Design Plan. The MESP is intended to be comprehensive, responsible and sustainable. In this regard, the MESP will determine appropriate environmental monitoring to allow for the implementation of an adaptive management approach to development which will ensure that the Town's environmental management policies are complied with, and environmental management targets are met. The MESP includes the following reports:

a) Comprehensive Environmental Impact Study and Management Plan;
b) Functional Servicing and Stormwater Management Study;
c) Transportation Master Plan;
d) Preliminary Geotechnical Investigation;
e) Hydrogeological Assessment;
f) Preliminary Environmental Noise Overview; and,
g) Detailed Water Balance Study.

If, in the course of finalizing the MESP, changes are required to this Secondary Plan, they will be addressed in accordance with Sections 6.6.2 and 6.6.4 of the Town's Official Plan.

7.12.5.2 Cultural Heritage Survey

The draft Cultural Heritage Survey (February 2006) shall be finalized to the satisfaction of the Town and, where appropriate, the Ministry of Tourism, Culture and Sport prior to the approval of the Mayfield West Community Design Plan. The Cultural Heritage Survey includes the following reports:

a) Stage 1 Archaeological Assessment;
b) Built Heritage Resources Assessment; and,
c) Cultural Heritage Landscape Assessment.

Collectively, these reports have identified heritage issues that must be considered with respect to development within the Plan Area. The Cultural Heritage Survey makes recommendations concerning appropriate conservation measures (see Section 7.12.15).

7.12.5.3 Mayfield West Community Design Plan

Good community design is important to successfully integrate the growth projected for the Plan Area while creating the rural small town character envisioned for the community.

A Mayfield West Secondary Plan Community Concept Plan, attached as Appendix 2 to this Secondary Plan, illustrates how elements of the Plan Area may be implemented. A Mayfield West Community Design Plan ("Community Design Plan") that incorporates and further addresses these elements shall be prepared and approved by Town Council. The purpose of the Community Design Plan is to elaborate, from a design perspective, on the objectives and policies of this Secondary Plan.

Prior to the submission of any development applications associated with the lands within the Plan Area, the Community Design Plan shall be completed to the satisfaction of the TRCA. Should disagreement occur, between the Town and the landowners, with respect to the Community Design Plan, it may be resolved at the Ontario Municipal Board through the referral of the implementing development applications.

The Community Design Plan will be in conformity with and reflect relevant policies contained in this Secondary Plan and the Town's Official Plan, and shall have regard for other design guidelines developed by the Town. Where there is a conflict between the policies of this Secondary Plan and the provisions of the Community Design Plan, the policies of the Secondary Plan shall prevail.

7.12.5.3.1 The objectives of the Community Design Plan are:

a) Contribute to achieving the objectives of the Secondary Plan through the development of more specific design principles and guidelines for the community elements including the Village Centre; Public Realm; Greenway Corridors; Residential Neighbourhoods, and Employment Lands;

b) Promote consistency in the design of the public realm and provide a foundation for the review of future planning applications;

c) Encourage design creativity and harmony;

d) Create design guidelines for streetscapes and public places that present an attractive, identifiable and safe hierarchy of streets, pedestrian pathways, bicycle paths and open spaces that promote and enhance social interaction, accessibility and high aesthetic value; and,

e) Develop a comprehensive design vision for the community which would provide the foundation for architectural control guidelines and site plan approval which includes specific built form guidelines.

7.12.5.3.2 The Community Design Plan shall include, as a minimum, the following components: Architectural Design Guidelines (including built form and sustainability guidelines); Streetscape Design Guidelines; and Open Space Design Guidelines.

a) Architectural Design Guidelines

The Architectural Design Guidelines are intended to ensure that buildings and other elements of the private and public realm are consistent in design throughout the Plan Area and will, as a minimum, address:

i) A heritage building strategy for heritage buildings identified through the Cultural Heritage Survey;

ii) The built form component of the interface between residential and non-residential land uses;

iii) The arrangement of buildings on lots, setbacks to the street and the placement and design of parking and garages;

iv) Building height and massing;

v) Alternative to reverse frontage situations and the location, treatment and integration of noise attenuation features adjacent to Highway 10 and collector roads;

vi) The design and integration of commercial and residential development located within the Village Centre;

vii) The design and integration of medium density residential development within the Residential Neighbourhoods;

viii) Intended character and general standards for design quality for all commercial and employment land development; and,

ix) The manner in which the Architectural Design Guidelines will be implemented.

b) Streetscape Design Guidelines

Streetscape Design Guidelines will be prepared, and incorporated into the Community Design Plan to ensure that this part of the public realm is consistent in quality of design throughout the Plan Area. The streetscape component will address, as a minimum, the following matters:

i) The street hierarchy, including the identification of the Primary and Secondary Street system, and the functional and aesthetic requirements for each street type;

ii) The provision of a continuous pedestrian and bicycle route network;

iii) The streetscape component of the interface between residential and non-residential land uses;

iv) The functional and aesthetic requirements for traffic calming measures, where proposed;

v) Requirements for the mobility impaired, such as standards for the placement of street furniture; and sidewalk maintenance and design;

vi) Specific treatment for buildings surrounding parks and open space, heritage buildings, the Village Centre and other community facilities;

vii) Guidelines for the relationship of buildings to streets, setbacks to the street and the placement of parking including on-street and structured parking;

viii) Approaches to the provision of on-street parking; and,

ix) Alternatives to reverse frontage situations.

c) Open Space Design Guidelines

The Open Space Design Guidelines are intended to guide the development of the open space network in the Plan Area, and will recognize the relevant policies of the Town's Official Plan and the Town's Parks and Recreation Master Plan. The Open Space Design Guidelines will, from a design perspective, elaborate on the network of parks, Greenway Corridors, stormwater management facilities and community facilities.

i) Provide details with respect to the size, location and configuration of parks, Greenway Corridors, stormwater management facilities and community facilities in the community;

ii) Confirm the extent of continuous and unobstructed road frontage adjacent to parks, Greenway Corridors, stormwater management facilities and community facilities within the Plan Area;

iii) Recommend a conceptual trails plan that provides a connected and continuous system of pedestrian and bicycle routes that will, as a minimum, link the parks, Greenway Corridors, stormwater management facilities and community facilities;

iv) Establish a design vision for the parks, Greenway Corridors, stormwater management facilities and community facilities;

v) Provide recommendations regarding the design of the open space component of the interface between residential and non-residential uses; and,

vi) Incorporate, as applicable, non-intensive recreational uses within EPA as permitted in accordance with Section 7.12.13.7.

7.12.5.4 Mayfield West Traffic Management Plan

A Mayfield West Traffic Management Plan ("Traffic Management Plan") will be required in conjunction with the preparation of the Community Design Plan. The Traffic Management Plan shall, as a minimum, include:

a) An update of existing and future traffic distribution, capacity at internal road intersections, and infiltration issues;

b) Recommendations regarding, among other matters, traffic calming measures, school and park zone treatments, sidewalk locations, probable transit routes, and parking prohibitions or restrictions;

c) A detailed pedestrian and cycling network plan showing how the pedestrian and cycling network interfaces with the land use plans, road network, parks, Greenway Corridors, natural areas, stormwater management facilities, and the surrounding community. A hierarchy of the pedestrian and cycling network, including concrete sidewalks, asphalt paths and aggregate trails, will be established with surface types and widths specified along with a detailed cross-section of each;

d) Recommendations regarding timing and configuration of new internal road infrastructure;

e) Road geometrics and road design standards; and,

f) Recommendations on the location of the east-west Industrial Collector from Heart Lake Road to Dixie Road, as shown on Schedule B, shall take into consideration existing property boundaries, the location of EPA, and to the extent appropriate, in balance with all other considerations, that the developable land in the Prestige and General Industrial designation is of a size and configuration that provides for development in accordance with the policies of this Secondary Plan.

The Traffic Management Plan shall be consistent with the findings and recommendations of the Mayfield West Transportation Master Plan and other traffic studies prepared for the Town or the Region of Peel relating to the Plan Area.

7.12.5.5 Development Phasing Plans

Prior to the approval of the Community Design Plan, a Development Phasing Plan addressing all the lands in that particular phase shall be submitted at the time of submission of the first plan of subdivision application, in that particular phase.

In subsequent phases of development, a Development Phasing Plan addressing all lands to be developed in the first phase of development, shall be prepared to the satisfaction of the Town, in consultation with the Region of Peel and the TRCA, where applicable.

Development Phasing Plans shall describe the intended sequence of development within that phase of development, both geographically and chronologically, including the provision of necessary supporting infrastructure, community facilities, the treatment of significant natural features and the provision of services which provide the opportunity to service the community.

Development Phasing Plans will address the following:

a) The required schedule to provide necessary community and public facilities relative to the construction and occupancy of dwellings, including the proposed parks, schools and recreation centre;

b) The intended schedule relative to development for the construction and operation of major infrastructure for servicing including the planned trunk routes. In the case of stormwater management facilities, the schedule of construction, including interim and final facilities, where appropriate, and the mitigation of environmental impacts will also be identified;

c) The intended schedule relative to development for the environmental assessment, construction, reconstruction or improvement of major internal and external roads which will include:

   i) The construction of Kennedy Road from Mayfield Road to the Highway 410 extension;

   ii) The construction of Kennedy Road from Highway 410 extension to the north limit of the Secondary Plan;

   iii) The construction of Heart Lake Road from Mayfield Road to the north limit of the Secondary Plan;

   iv) The construction of the realigned Kennedy Road and the concurrent construction of a connection between the realigned Kennedy Road and old Kennedy Road, interim and ultimate, if applicable;

   v) The discontinuation of the existing Kennedy Road from south of the Village Centre to the north limit of the Secondary Plan;

vi) The construction of the new east-west collector from Highway 10 easterly to form a new "Main Street" through the community;

vii) The construction of the new east-west collector from Kennedy Road to Heart Lake Road; and,

viii) The construction of the new east-west industrial collector from Kennedy Road to Dixie Road.

d) The schedule relative to development for the construction and operation of major utility facilities including gas, hydro and all 'cable' services;

e) The schedule relative to construction of planned improvements to the regional water and sewer infrastructures through the Plan Area;

f) The schedule relative to the response times from the existing fire station located in Valleywood and the introduction of full-time fire fighters, and the first phase of development;

g) The schedule relative to development for undertaking work to preserve, enhance or restore significant environmental features;

h) The schedule relative to the dedication of the valleylands, environmental buffers and associated open space lands; and,

i) The recommendations of the MESP.

All development approvals that implement the provisions of this Secondary Plan shall be consistent with the provisions of the Development Phasing Plan, as may be amended from time to time.

Prior to the approval of any development, the developers of lands within the Plan Area shall enter into development agreements with the Town that shall include provisions for implementation of the required elements of the Development Phasing Plan.

7.12.6 Land Use Policies

7.12.6.1 The pattern of land use and the general transportation network for the Plan Area are identified on Schedule B to this Secondary Plan. Minor alterations to Schedule B may occur without amendment to this Secondary Plan within the context of plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Sections 6.6.2 and 6.6.4 and provided the general intent of this Secondary Plan is maintained, to the satisfaction of the Town.

In determining what constitutes a minor alteration, regard shall be had to, among other things, the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and provided the overall road pattern and principles of connectivity and appropriate traffic distributions are maintained.

7.12.6.2 In accordance with the policies of the Town's Official Plan, the following land use designations are applied within the Plan Area, as shown on Schedule B:

a) Residential Area;
b) General Commercial;
c) Prestige Industrial;
d) General Industrial;
e) Environmental Policy Area; and,
f) Open Space Policy Area.

In addition, three new land use designations are applied within the Plan Area, as shown on Schedule B:

a) Mixed High/Medium Density Residential; and,
b) Special Policy Area C

In addition to the land use designations, specific land uses are identified symbolically on Schedule B including:

a) Elementary Schools;
b) Gateway Features; and,
c) Greenway Corridors.

7.12.6.3 The location of park sites, Greenway Corridors, and the sites of other community facilities shown on Schedule B have been selected without regard to property ownership. In order to ensure that property owners contribute equitably towards the provisions of community and infrastructure facilities such as schools, parks, roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into one or more agreements, as a condition of the development of their lands. This developers cost-sharing group agreement shall provide for the equitable distribution of the costs (including lands) for the aforementioned community and common public facilities where such costs are not dealt with under the *Development Charges Act* and where a Developers Group has formed in the Plan Area.

7.12.6.4 Heart Lake Road from Mayfield Road to Old School Road is to be widened to become an arterial road with a 36 metre Right-of-Way, together with 15 metre x 15 metre daylight triangles at intersections. Access to Heart Lake Road will be controlled recognizing its function as an arterial road.

To establish these roads and where public infrastructure is required, the lands shall be developed through a Draft Plan of Subdivision. The specific location may be adjusted through a subdivision process, taking into account such matters as the minimization of impact to environmental features, stormwater management requirements, heritage resources, the provision of full municipal services, emergency services and land uses, supported by appropriate studies to the satisfaction of the Town, Region of Peel, Toronto and Region Conservation Authority and Ministry of Transportation.

7.12.6.5 All development within the Plan Area shall be planned and zoned consistent with the logical extension and phasing of infrastructure, shall consider impacts on all natural features, and shall be compatible with adjacent developments.

7.12.6.6 Development within the Plan Area shall only be permitted on full municipal services including sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.

7.12.6.7 Development of residential areas shall be based on a "net" basis. Net density is based on the land area proposed to be developed for residential uses, exclusive of public Right-of-Way, parks, school sites and Environmental Policy Area ("EPA").

7.12.6.8 All development in the Plan Area in the vicinity of agricultural operations will be reviewed to ensure no negative impacts on these agricultural operations. In this regard, the Town will use the Provincial Minimum Distance Separation Formulae I and II to ensure adequate separation distance between agricultural uses and non-agricultural uses. In addition, where appropriate, the Town will use such measures as warning clauses registered on title, landscaping, and other forms of mitigation to protect surrounding agricultural operations.

7.12.6.9 As development occurs within the Plan Area, the Council shall be satisfied that the density targets of the Provincial Places to Grow Plan can reasonably be met. In this regard, appropriate adjustments to the development program will be made as may be necessary.

7.12.7 Residential Policies

7.12.7.1 General Policies

7.12.7.1.1 It is the intent of this Secondary Plan to provide opportunities for a broad range and mix of housing forms in the Plan Area, having regard for the housing policies established in Section 5.10 of the Town's Official Plan, as well as the following specific policies. Where there is a conflict between the policies of Section 5.10 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.7.1.2 Low, Medium and Mixed High/Medium Density Residential designations apply within the Plan Area. The predominant use of land within these designations shall be residential.

7.12.7.1.3 The total number of dwelling units in the Plan Area shall be approximately 2,845 dwelling units. The total number of units permitted shall not cause the planned and calculated maximum population of 9,000 people to be exceeded.

7.12.7.1.4 The total number of dwelling units within the Village Centre Area, as identified on Schedule B, shall be approximately 500 units. It is required that the following housing mix be achieved within the Village Centre Area:

a) Apartments (including large and small): 35%

b) Townhouses (including street and block), Semi-detached, Triplexes and Fourplexes: 55%
c) Detached: 10%

7.12.7.1.5 The total number of dwelling units within the Residential Area, as shown on Schedule B, shall be approximately 2,345 units. It is required that the following housing mix be achieved within the Residential Area:

a) Detached (<40 ft.): 20%
b) Semi-detached and Townhouses (including street and block), Triplexes, Fourplexes and Apartments: 40%

7.12.7.1.6 Minor adjustments to the number of housing units described by Sections 7.12.7.1.4 and 7.12.7.1.5, such as rounding to achieve whole units, will be permitted without an amendment to this Secondary Plan.

7.12.7.1.7 The Town will ensure, through the plan of subdivision approval process, that the range and mix of housing forms within the Village Centre Area and the Residential Area are consistent with the provisions of the Official Plan and this Secondary Plan.

7.12.7.1.8 Within the context of a general pedestrian orientation, new residential neighbourhoods and plans of subdivision within them, will be designed to maximize efficient and safe accessibility to the community's key elements, including the Village Centre, the public spaces, community facilities such as schools, and transit routes.

7.12.7.1.9 Where medium and high/medium density housing abuts lower density, site design considerations will be undertaken to ensure that the amenity of the lower density area is maintained. In considering the location of higher density housing, the Town will endeavour not to have higher density forms of housing abutting lower density forms of housing. Where higher density housing does abut lower density housing, the Town will provide for compatibility between housing forms and densities through such measures as the location, massing and siting of buildings, provision of landscape buffers, and control of the scale of development.

7.12.7.1.10 Where residential development occurs adjacent to arterial roads, studies to determine the need for noise attenuation measures will be completed to the satisfaction of the Town, in accordance with the policies of Section 7.12.20, and in consultation with the Ontario Ministry of the Environment and Climate Change, prior to development approval. Noise attenuation measures shall be in conformity with the Community Design Plan.

7.12.7.1.11 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that fencing and reverse frontages are not required. Preference will be given to developments which use service roads, berms and landscaping adjacent to these roads.

7.12.7.1.12 Residential development shall proceed in accordance with the supplementary studies and reports referenced in Section 7.12.5 and provisions contained in the implementing Zoning By-law.

7.12.7.1.13 Development proponents will be required to carry out such additional studies and investigations as deemed necessary by the Town and other relevant agencies. The specific scope and extent of such studies shall be determined through pre-application consultation between the proponent, the Town and relevant agencies.

7.12.7.1.14 Houses located in visually prominent positions in the community such as at neighbourhood gateways, corner lots, parkside lots and at T-intersections will be subject to more detailed design to emphasize the quality and character of the community. The Architectural Design Guidelines shall identify the design treatment for such lots and will indicate the implementation process associated with these Guidelines.

7.12.7.1.15 Where direct access to residential development is permitted onto collector roads, a greater front yard setback will be required to ensure adequate off-street parking. Larger than normal lot sizes will be specifically required along the community collector roads so that the number of driveway entrances onto these roads will be minimized and the general appearance of the street will be enhanced.

7.12.7.1.16 Proponents of residential development will be required to demonstrate how they conform to the policies of this Secondary Plan and how they have addressed and incorporated the provisions of the Community Design Plan into their proposals, to the satisfaction of the Town.

7.12.8 Residential Areas

7.12.8.1 Lands designated as Residential Area, as shown on Schedule B, shall be subject to the following policies.

7.12.8.2 Development of these lands shall include a mix of low and medium density housing. Medium density development shall be integrated into the overall residential development, so as not to isolate these units into any one area of the community.

7.12.8.3 Low density residential building forms may include, detached and semi-detached dwellings, and accessory apartments, where appropriate. The range of density allowed will be within the range of 12-29 units per net hectare (5-12 units per net acre). Net area is defined in Section 7.12.6.6.

7.12.8.4 The number and distribution of low density housing forms within the designated Residential Area shall be confirmed through the plan of subdivision application process and the implementing Zoning By-laws.

7.12.8.5 Medium density residential building forms may include multiple attached dwelling types such as street and block townhouses, triplexes, and fourplexes. The range of density allowed will be within the range of 30-44

units per net hectare (12-18 units per net acre). Net area is defined in Section 7.12.6.6.

7.12.8.6 Medium density units within the Residential Area shall be:

a) Dispersed throughout the Residential Area;
b) Generally located in close proximity to community facilities such as parks/schools and/or open spaces; and,
c) A maximum height of three (3) storeys.

The number and distribution of medium density housing forms within the designated Residential Area shall be confirmed through the plan of subdivision application process and the implementing Zoning By-laws.

7.12.8.7 Schools

7.12.8.7.1 Elementary schools are a permitted use within the Residential Area designation. Two elementary school sites, one for each School Board, are identified on Schedule B.

7.12.8.7.2 A 2.8 hectare site is located on the east side of Kennedy Road and generally in the vicinity of the recreation centre. A 4.0 hectare site is located on the north side of 'Main Street' and generally west of the Village Centre Area. These locations have been selected to reflect the role of school sites in supporting the community structure, patterns of land use and the opportunity to explore joint venture initiatives with the recreation centre.

7.12.8.7.3 The school sites should be located in accordance with the following attributes: should have direct access to the collector road system; have their main access points located on a street with a minimum 23 metre Right-of-Way and designed in a manner that will minimize conflicts between pedestrian and vehicular traffic; and have parking and loading areas associated with the school on-site.

7.12.8.7.4 School sites may be developed in conjunction with community parks in a campus setting to facilitate joint use and achieve economies of scale. The location, size and configuration of the identified school sites will be further defined by the Town, to the satisfaction of the School Boards, at the draft plan of subdivision stage. Elementary school sites may be relocated to the satisfaction of the School Boards without requiring an amendment to the Town's Official Plan, as amended, provided the alternate sites are consistent with Sections 7.12.8.7.2 and 7.12.8.7.3.

7.12.8.7.5 In the event that all or part of a school site is not required by a School Board, the Town shall have first right of refusal to acquire all or part of a surplus school site for appropriate park or community facilities uses, following a review of the impact that the loss of the school site would have on community structure and pattern of land use. The subdivision or other agreements will establish the conditions for the acquisition of such sites.

7.12.8.7.6 Elementary school sites not required by the School Boards or which are not acquired by the Town may be developed for residential uses subject to an amendment to this Secondary Plan for allocation of additional population.

7.12.9 Village Centre Area

7.12.9.1 General Policies

7.12.9.1.1 The boundaries of the Village Centre Area, and the land use designations for that Area, are shown on Schedule B. The Village Centre Area, shown on Schedule B as a hatched area, is generally located east and west of the realigned Kennedy Road, north and south of 'Main Street', and east of the Etobicoke Creek.

7.12.9.1.2 The Secondary Plan allows for the development of the Village Centre Area as the central focus of the community through the provision of policies regarding development, environment, pedestrian and vehicular movement, open space, and urban design.

7.12.9.1.3 The Village Centre Area shall function as the principle centre for personal service and business office uses, and a range of retail/service uses, including tourism services such as antiques, gifts, souvenirs, and eating and drinking facilities, including sidewalk cafes, as well as a broad mix and range of residential uses and recreational uses.

7.12.9.1.4 Development within the Village Centre Area shall proceed in conformity with the policies of this Secondary Plan and in accordance with the implementation and supplementary studies referenced in Section 7.12.5, and the provisions of implementing Zoning By-laws.

7.12.9.1.5 The target commercial development level within the Village Centre Area is approximately 10,000 square metres (107,000 square feet), at full build-out. The Town shall ensure through the development approval process that roads and services are provided to the Village Centre Area in a manner co-ordinated with development in the surrounding residential neighbourhoods, and that a pre-zoned supply of commercial lands, within the Village Centre Area are available for development. In this regard, the Town may enter into agreements with land owners within the community to ensure the availability of a minimum supply of commercial land on an ongoing basis as defined in such agreement.

The supply of commercial lands will be monitored by the Town and evaluated as part of the consideration of drat plans of subdivision or other development approvals such as implementing Zoning By-laws and the application of Holding Zones established in accordance with the *Planning Act*.

7.12.9.1.6 Vehicular and Pedestrian Accessibility

a) Steps will be taken, including the posting of signs, to prohibit non-local truck traffic in the Village Centre Area;

b) Subject to the existence of necessary warrants, traffic signals shall be introduced at the intersection of Kennedy Road and 'Main Street';

c) Pedestrian movement shall be enhanced through the provision of sidewalks adjacent to all development;

d) A continuous walkway shall be provided in or along the Etobicoke Creek valley. In the long-term, the walkway may form part of a larger pedestrian open space system associated within the Etobicoke watershed. In this regard, the Town or TRCA may require land dedication for such purposes in the context of development applications; and,

e) An extension of the walkway system to residential areas outside the Village Centre Area shall be provided.

7.12.9.1.7 Parking

a) Provision and maintenance of on-street parking on Kennedy Road and 'Main Street' within the Village Centre Area shall be encouraged.

b) Alternatives to permanent, large areas of surface parking will be sought. Where they are required, they will be located at the rear of buildings and will be screened by a landscaped edge along the street. Parking areas will not be permitted to locate at street intersections.

c) Appropriate signage and pavement markings will be provided to promote awareness of available parking locations.

d) The parking provisions contained in the Town's comprehensive Zoning By-law shall form the standard for provision of parking. However, where development proponent(s) are able to demonstrate a reduced need for parking to the satisfaction of the Town, alternatives to the current parking standards will be considered.

7.12.9.2 General Commercial

7.12.9.2.1 Lands designated as General Commercial, as shown on Schedule B, shall be subject to Section 5.4 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.4 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.9.2.2 The use of lands designated General Commercial in the Village Centre Area shall consist of commercial and commercial/residential mixed-use development.

7.12.9.2.3 All General Commercial uses, as described in Section 5.4.4 shall be permitted, except that all automotive related commercial uses, and drive-through facilities, either stand-alone or in combination with other uses, shall not be permitted to located in the General Commercial designation.

7.12.9.2.4 Commercial/residential mixed-uses shall be subject to the residential uses being confined to floor levels higher than the first floor level completely above finished grade.

7.12.9.2.5 Buildings shall be a minimum of two (2) storeys and a maximum of four (4) storeys in height. Exceptions to these height limitations may be permitted in order to address topography, site grading and/or urban design matters, and subject to appropriate integration with surrounding development. Such exceptions will be implemented through a rezoning.

7.12.9.2.6 Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape.

7.12.9.2.7 Buildings will have their façade built directly to the front lot line to promote pedestrian accessibility and define the street or public area. Where a design feature which enhances the quality of the public area is provided and is deemed appropriate by the Town, for instance a pedestrian plaza or café patio, the building may be setback but adjacent to that feature.

7.12.9.2.8 Buildings will have no required setbacks from side lot lines, except where they abut residential uses. Where buildings abut residential uses, a side yard setback will be required. Development will be encouraged to provide a continuous built frontage, broken only by pedestrian access lanes. Buildings shall have their main entrance oriented to the street.

7.12.9.2.9 Sufficient off-street parking will be provided in areas which are convenient for the commercial and residential uses. Off-street parking and loading shall be accommodated at the rear of buildings.

7.12.9.2.10 Residential and commercial/residential mixed-use development shall be identified separately in the implementing Zoning By-law.

7.12.9.3 Mixed High/Medium Density Residential

7.12.9.3.1 The use of lands designated Mixed High/Medium Density Residential in the Village Centre Area, as shown on Schedule B, will be residential in nature, with emphasis placed on apartments and townhouse unit types. Mixed High/Medium Density Residential development shall generally be located adjacent to the General Commercial designation.

7.12.9.3.2 Mixed High/Medium Density Residential building forms may include multiple attached dwelling types such as apartments, street and block townhouses, and fourplexes. The density that may be permitted subject to all of the policies of this Secondary Plan will be within the range of 30-87 units per net hectare (12-35 units per net acre). Net area is defined in Section 7.12.6.5.

7.12.9.3.3 Buildings shall be a minimum of two (2) storeys and a maximum of four (4) storeys in height. Exceptions to these height limitations may be permitted in order to address topography, site grading and/or urban design matters,

and subject to appropriate integration with surrounding development. Such exceptions will be implemented through a rezoning.

7.12.9.3.4 In addition, heights shall be limited to ensure negative environmental impacts are minimal, and that heights will be compatible with existing or future proximate residential uses and that such uses will not significantly lose privacy views or sunlight exposure. In this regard, the Town may require the following:

a) Preparation of a sun/shade study that models the proposed development to determine shadow casting. If necessary, such study should provide recommendations with respect to mitigation of negative impacts; and,

b) Presentation of the proposed development in cross or long section in relation to existing residential uses, in order to determine impacts of overview and privacy. If necessary, proposals should be revised to alleviate problem areas.

7.12.9.3.5 Low density housing forms, such as detached, semi-detached and triplex housing forms may, in accordance with Sections 7.12.7 and 7.12.8.3, be permitted on the lands designated Mixed High/Medium Density Residential. Low Density Residential development shall generally be located at the periphery of the Village Centre Area.

7.12.9.4 Recreation Centre

A site for a recreation centre has been identified within the Village Centre Area at the southeast corner of the intersection of Kennedy Road and 'Main Street'. The recreation centre may include facilities such as a swimming pool, gymnasium, community meeting rooms and activity centre. Development of the recreation centre shall be in accordance with Section 5.6 of the Town's Official Plan and the Community Design Plan.

7.12.10 **Social Housing**

7.12.10.1 Three social housing sites will be provided for in the Plan Area as follows:

a) A fully serviced 0.8 hectare (2 acre) parcel of land within or in close proximity to the Village Centre Area will be provided to Peel Living for a senior citizen housing project;

b) A fully serviced 0.8 hectare (2 acre) parcel of land within the Plan Area will be provided to Peel Living for another social housing project; and,

c) Fully serviced lands, totaling 0.4 hectares (1 acre), within the Plan Area for housing projects provided by agencies such as Habitat for Humanity.

The lands described above in a) and b) will be conveyed, free and clear of encumbrances, to Peel Living. The lands described above in c) will be conveyed, free and clear of encumbrances to Habitat for Humanity, or a similar social housing organization. These conveyances will occur at the time of registration of the plan of subdivision within which the lands are located.

7.12.10.2 The location of the social housing projects referenced in Section 7.12.10.1 will be to the satisfaction of the Peel Living, Habitat for Humanity or other such social housing organizations, as applicable.

7.12.10.3 The annual residential phasing, established in Section 7.12.11 shall not restrict the development of social housing projects referenced in Section 7.12.10.1, and the dwelling units associated with these housing projects shall be excluded from the calculation of total units, density and population.

7.12.11 **Residential Phasing**

7.12.11.1 Consistent with Section 4.0 of the Town's Official Plan, and in accordance with Section 7.12.3.11 b), commencing with the registration of the first plan of subdivision, the Town will limit residential growth in the Plan Area to 500 residential units per twelve month period. If less than 500 residential units per twelve month period are approved, the difference may be carried over and approved in the following twelve month period and only in the following twelve month period. This limit shall not include the development of the housing projects sponsored by public housing authorities as identified in Section 7.12.10.

7.12.11.2 Additional registrations beyond those described in Section 7.12.11.1 may occur if they occur in conjunction with the application of Holding Zones such that the limits on residential growth described by Section 7.12.11.1 are not exceeded.

7.12.12 **Industrial**

7.12.12.1 General Policies

7.12.12.1.1 Industrial development in the Plan Area shall be permitted in accordance with the policies of Section 5.5 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.12.1.2 Commercial uses will be permitted in the industrial designations, in accordance with Sections 5.5.4.1 j) and 5.5.5.1 l), except that such uses shall not compete with the commercial uses planned for the Village Centre, and to this end banks and restaurants shall not be permitted.

7.12.12.1.3 Lands identified for industrial development in the Plan Area cover approximately 180 hectares (444 acres) located north and east of the planned Highway 410, between Kennedy and Dixie Roads. Within these lands, the following industrial designations will apply, as shown on Schedule B Mayfield West Land Use Plan:

a) Prestige Industrial;
b) General Industrial.

7.12.12.1.4 As shown on Schedule B, only prestige industrial development will be permitted adjacent to Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads. Outdoor storage will not be permitted within the prestige

industrial designation. Interior lands within the industrial area boundaries are planned for general industrial uses with provisions for accessory outdoor storage.

7.12.12.1.5 The collector road configuration through the industrial lands, as shown on Schedule B, is conceptual in nature and is intended to provide for appropriate circulation and division of property to provide for the maximum flexibility of end users. The collector road pattern reflects the regional requirements for distance separation from the intersection of Mayfield and Dixie Roads.

7.12.12.1.6 In order to address visual impacts, aesthetics and compatibility of uses, development adjacent to Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads shall, in addition to conforming to the General Design policies of Section 5.4.9 and 5.5.7, the Town's Industrial/Commercial Design Guidelines, and the Community Design Plan, be guided by the following general site design principles:

a) The design of the industrial lands in the Plan Area shall capitalize on its prominent location adjacent to the planned Highway 410;

b) Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays shall be oriented away from Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads, unless fully screened by a building or topography;

c) High quality building façades are encouraged and building elevation drawings may be required as part of the development approvals process. This shall include screening/enclosure of rooftop mechanical units, and limiting the heights of buildings; and,

d) Signage shall be co-ordinated and integrated into the landscaped areas. Specific restrictions may be placed on signage in order to reduce visual impacts.

The implementing Zoning By-law and the Community Design Plan shall include specific provisions which will implement these design principles.

7.12.12.1.7 Joint access will be encouraged for industrial development in the Plan Area to limit conflicts with arterial and collector roads.

7.12.12.1.8 Industrial uses, which may generate noise, dust, vibration or other environmental impacts, may require appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.12.12.1.9 Development of industrial lands shall respect the natural features and functions associated with the lands designated EPA between Heart Lake and Dixie Roads. Open storage, if permitted on the lot, shall not be permitted within 10 metres of lands designated EPA.

7.12.12.1.10 Development will have regard for land use compatibility with adjacent uses both in the Town and within the City of Brampton to the south.

7.12.12.1.11 The Secondary Plan provides for approximately 180 hectares (444 acres) of employment generating land uses. The Town shall encourage the extension of roads and services into the lands designated for industrial uses by this Secondary Plan, and the rezoning of such lands for industrial uses. In this regard, the Town may enter into agreements with land owners in the community to seek to ensure the availability of a minimum supply of industrial lands on an ongoing basis or as defined in such agreement.

The supply of industrial lands will be monitored by the Town and evaluated as part of the consideration of draft plans of subdivision or other development approvals such as implementing Zoning By-laws and the application of Holding Zones established in accordance with the *Planning Act*.

7.12.12.1.12 Where the lands on the west side of Heart Lake Road, between Abbotside Way and the northerly limit of the Mayfield West Secondary Plan Area and Settlement Boundary 2031 are developed for prestige industrial land uses, land use compatibility must be considered and addressed. The completion and implementation of studies may be required as conditions of a site plan or subdivision agreement. Studies may include, but are not limited to: Environmental Impact Statements; Tree Management Plans; Geotechnical Reports; Hydrogeological Studies; Phase 1 and Phase 2 Environmental Site Assessments; Spill Prevention, Response and Contingency Plans; Stormwater Management Reports; Traffic Impact Studies; Functional Servicing Reports; Noise Studies to address both stationary and non-stationary including existing and proposed traffic noise; and/or Cultural Heritage Impact Assessments.

Implementation of measures to mitigate the impacts on the adjacent residential uses shall be undertaken, including but not limited to transportation systems design, noise attenuation, berms, trails and multi-use pathways, traffic calming measures, entrance designs, fencing, vegetation, landscaping, land uses, building design, building orientation, site design and setbacks.

The lands are intended to be accessed from Abbotside Way and Larson Peak Road.

7.12.12.2 Prestige Industrial

7.12.12.2.1 Development on lands designated Prestige Industrial on Schedule B shall be permitted in accordance with Section 5.5.4 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5.4 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.12.2.2 Open space and recreation facilities shall not be permitted on any lands designated Prestige Industrial on Schedule B.

7.12.12.3 General Industrial

7.12.12.3.1 Development on lands designated General Industrial on Schedule B shall be permitted in accordance with Section 5.5.5 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5.5 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.12.3.2 The following uses shall not be permitted on any lands designated General Industrial on Schedule B:

a) Open space and recreation facilities;
b) Concrete batching plants; and,
c) Adult videotape stores.

7.12.12.3.3 In order to reduce visual impacts and ensure compatibility of uses, the implementing Zoning By-law shall contain provisions limiting the height of accessory outdoor storage in the General Industrial designation.

7.12.12.4 Special Policy Area C

7.12.12.4.1 The lands subject to the Special Policy Area C overlay on Schedule B are intended to provide a 70 metre wide transition area between the industrial land uses adjacent to Heart Lake Road and the existing residential properties on Bonnieglen Farm Boulevard. The lands may be permitted for:

a) a combination of a buffer block, landscape strip and/or trail system, and townhouse residential development with or without a live/work component; or,

b) a combination of a buffer block, landscape strip and/or trail system, and general commercial or prestige industrial land uses.

7.12.12.4.2 The following policies shall apply to prestige industrial land uses in the transition area (Special Policy Area C):

a) Prestige industrial uses may only be permitted if

   i) A 30 metre landscape buffer for visual screening is provided between the industrial use and the Residential Area; or,

   ii) A 10 metre landscape buffer for visual screening and a local street is provided between the industrial use and the Residential Area;

b) he prestige industrial uses are limited to those which are considered a Class I Industrial Use through the Provincial D-Series Land Use Guidelines or their successor;

c) The following uses are not permitted: cannabis and industrial hemp related uses; dry cleaning or laundry plant; manufacturing, fabricating, printing, processing;

d) Assembling and packaging operations; and, Warehousing and wholesale operations may be permitted subject to submission of

necessary technical studies confirming their operation as a Class I Industrial Use;

e) Notwithstanding Section 7 .12.12.1.2, restaurants and financial institutions may be permitted;

f) No open storage of any kind shall be permitted;

g) Truck/trailer and/or tractor trailer maneuvering, loading, staging, delivery, storing or parking shall not be permitted within 70 metres of a rear lot line of a residential lot;

h) No loading facilities, overhead bay or service bay doors shall be permitted on or along building elevations which face residential properties;

i) No speakers or other sound amplification equipment shall be permitted except within wholly enclosed buildings;

j) Visual screening is required for rooftop mechanical equipment and any ground or wall mounted mechanical equipment visible from a residential property;

k) Renewable and alternative energy generation, including but not limited to geo-exchange systems, should be considered and implemented, where feasible; and,

l) Any required noise attenuation walls or berms should be located in coordination with the required landscape buffer.

7.12.12.4.3 The following policies shall apply to residential uses in the transition area (Special Policy Area C):

b) Residential Townhouse development, including street townhouses, stacked townhouses and a mixed-use development, may only be permitted where a local street and minimum 10 metre landscape buffer is provided between the residential use and the prestige industrial use; and,

c) A residential townhouse development must be designed such that any amenity areas are located to the rear of the buildings and the townhouse buildings must be a minimum two-storeys in height.

7.12.12.4.4 Further to Section 7 .12.12.4.3, the following policies shall apply to live/work residential uses in the transition area (Special Policy Area C):

a) Live/work residential development shall be consistent with Section 7.12.12.5.3;

b) The permitted "work" (i.e. small scale office and commercial) uses will be defined through the implementing zoning by-law;

c) Notwithstanding Section 7.12.12.1.2, restaurants and financial institutions may be permitted;

d) No open storage of any kind shall be permitted; and,

e) No speakers or other sound amplification equipment shall be permitted except within wholly enclosed buildings.

7.12.12.4.5 The following policies shall apply to commercial uses in the transition area (Special Policy Area C):

a) Commercial uses may only be permitted if one of the following conditions is met:

i) A 30 metre landscape buffer for a visual screen is provided between the commercial use and the Residential Area; or,

ii) A 10 metre landscape buffer for a visual screen and a local street is provided between the commercial use and the Residential Area;

b) Commercial uses will be permitted in the industrial designations, in accordance with Sections 5.5.4.1 i) and j) and 5.5.5.1 I);

c) Notwithstanding Section 7 .12.12.1.2, restaurants and financial institutions may be permitted;

d) No open storage of any kind shall be permitted;

e) No loading facilities, overhead bay or service bay doors shall be permitted on or along building elevations which face residential properties;

f) No speakers or other sound amplification equipment shall be permitted except within wholly enclosed buildings;

g) Visual screening is required for mechanical equipment and any ground mounted mechanical equipment visible residential property; rooftop or wall from a

h) Renewable and alternative energy generation, including but not limited to geo-exchange systems, should be considered and implemented, where feasible; and,

i) Any required noise attenuation walls or berms should be located in coordination with the required landscape buffer.

7.12.13 Ecosystem Planning and Management

7.12.13.1 All lands on Schedule B are subject to the Ecosystem Planning and Management provisions of Section 3.2 of the Town's Official Plan, and all lands designated EPA on Schedule B are subject to the provisions of Section 5.7 and the Performance Measures contained in Section 3.2.5 of the Town's Official Plan and to the following specific policies.

7.12.13.2 An Environmental Management Plan and Long-Term Monitoring Plan shall be prepared and implemented in accordance with the approved MESP.

7.12.13.3 All new development and servicing shall conform to the environmental protection, mitigation and management measures contained in the MESP

and subsequent Environmental Management Plan and Long-Term Monitoring Plan, to the satisfaction of the Town and TRCA.

7.12.13.4 Lands designated EPA on Schedule B that are not owned by the Town or the TRCA shall be conveyed, free and clear of encumbrances, to either the Town or the TRCA. In general, stormwater management blocks shall be conveyed to the Town, and EPA features, including associated ecological buffers, shall be conveyed to the TRCA.

7.12.13.5 An ecological buffer area will be required between EPA and adjacent development. The purpose of the buffer is to protect the ecological function and integrity of significant natural features and to provide the opportunity for enhancement and restoration. The buffer area may accommodate a public pathway, however, no buildings or structures of any kind, shall be permitted in the buffer area. Delineation and treatment of ecological buffer areas shall be determined through the MESP.

Notwithstanding the foregoing, for those properties abutting the old Kennedy Road road allowance, the required width of the ecological buffer adjacent to the Etobicoke Creek EPA may be further investigated as part of a site-specific Environmental Impact Study and Management Plan as required by Section 5.7.3.7. Taking into consideration the direction, findings and recommendations to the MESP and any other applicable provisions of this plan, consideration will be given to alternative buffer width and development setback requirements. If determined by the Town and the relevant agencies to be appropriate, these alternative site-specific buffer requirements shall be incorporated into the MESP by way of an addendum.

7.12.13.6 The Town shall co-operate with the TRCA to implement the guidelines and recommendations contained in the MESP with regard to planning and policy, rehabilitation and retrofit, stewardship and education, and monitoring and reporting.

7.12.13.7 Compatible non-intensive recreational uses may be considered within EPA subject to Section 5.7.3.4 and all other applicable policies of this Plan, and the applicable policies of other relevant agencies.

7.12.13.8 Tableland Forest

7.12.13.8.1 An existing tableland forest is located between Heart Lake and Dixie Roads, north of the proposed east-west industrial collector road within the Plan Area and is designated EPA. It is the intent of this Secondary Plan to preserve and enhance this forest as an environmental feature within the Plan Area as identified on Schedule B.

7.12.13.8.2 The preservation and enhancement of this feature will be supported by environmental management practices and forest management techniques as may be adopted by the Town from time to time. The limit of the forest to be preserved, and a natural open space buffer, between the forest limit and

adjacent development will be determined through the finalization of the MESP and subsequent Environmental Management Plan.

7.12.13.8.3 As a condition of development approval, the Town shall require a forest management report which provides an updated forest inventory, outlines proposed forest management and protection measures, and addresses tree preservation measures and buffer plantings.

7.12.13.9 Minor refinements to the limits of EPA as shown on Schedule B may be considered in the context of a development application in accordance with Section 5.7.3.1.4 subject to the completion of a site-specific Environmental Impact Study and Management Plan prepared in accordance with Section 5.7.3.7, and in particular Section 5.7.3.7.2, and in accordance with the MESP.

7.12.14 **Open Space and Recreation**

7.12.14.1 General Policies

7.12.14.1.1 Open space and development of recreation uses are subject to Section 5.8 of the Town's Official Plan, the Town's Parks and Recreation Master Plan, the policies of Section 7.12.13, and the following specific policies. Where there is a conflict between the policies of Sections 5.8 and 7.12.13, and Town's Parks and Recreation Master Plan, and the following specific policies, the policies of this Secondary Master Plan shall prevail.

7.12.14.1.2 Lands designated Open Space Policy Area ("OSPA") are subject to the policies of Section 5.8.4 of the Town's Official Plan.

7.12.14.1.3 The open space system within the Plan Area includes community parks, neighbourhood parks, stormwater management facilities, Greenway Corridors, and compatible non-intensive recreation uses within EPA, in accordance with Section 7.12.13.7.

7.12.14.1.4 It is the intent of this Secondary Plan to establish a pedestrian trail system and, where feasible, a bicycle pathway system to connect the open space system. The linked open space system shall be provided, in accordance with the approved Community Design Plan, and implemented as individual developments are approved.

7.12.14.1.5 The open space system shall be visible and accessible to the public, where compatible with the Town's ecosystem objectives and policies, and performance measures.

7.12.14.1.6 Where linkages are provided within road allowances, design guidelines, as provided in the Community Design Plan, may include dedicated pedestrian/bicycle paths, extra Right-of-Way widths, enhanced boulevard widths, landscaping and signage, as indicated in the Community Design Plan.

7.12.14.1.7 In general, the Town shall seek to bring lands designated OSPA on Schedule B into public ownership though the planning approvals process or other mechanisms as appropriate. However, OSPA lands within the residential

areas may remain in some form of private ownership provided acceptable provisions are made to establish the internal trail network and allow for appropriate public access and use.

7.12.14.2 Parkland

7.12.14.2.1 Development of park sites shall be in accordance with Section 5.15 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Sections 5.15 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.14.2.2 Public parkland shall be provided in accordance with the provisions of the *Planning Act*, subsection 6.2.12 of the Town's Official Plan, the Town's Recreation and Parks Mater Plan, and the Community Design Plan.

7.12.14.2.3 For the purpose of determining the amount of public parkland to be dedicated under the provisions of the *Planning Act*, 'gross developable land' is defined as the total land area within a plan minus those lands that are designated EPA.

7.12.14.2.4 Three categories of parks, namely Community Park, Neighbourhood Park and Special Purpose Park are shown, as OSPA, conceptually on Schedule B. Community park sites may be developed in conjunction with school sites in a campus setting to facilitate joint use and achieve economies of scale. The location, size and configuration of the identified park sites will be further defined by the Town through the plan of subdivision process.

7.12.14.2.5 Three community parks are provided for in this Secondary Plan, each a minimum of 2.5 hectares. Each park will be located within an 800 metre radius of the residential neighbourhood it serves, as well as at key locations within the residential neighbourhood, having a visible presence, and will have at least 50% of its boundary line abutting a public street.

7.12.14.2.6 One neighbourhood park is provided for in this Secondary Plan, a minimum of 0.5 hectares in size. This park will be located within an 800 metre radius of the residential neighbourhood it serves, as well as at a key location within the residential neighbourhood, having a visible presence, and will have at least 50% of its boundary line abutting a public street.

7.12.14.2.7 This Secondary Plan provides for the development of one special purpose park, a minimum of 3.4 hectares in size, located within the Village Centre Area at the southeast corner of the intersection of Kennedy Road and 'Main Street'. Permitted uses on this site include a recreation centre, multi-use greenspace and associated parking facilities.

7.12.14.3 Greenway Corridors

7.12.14.3.1 Greenway Corridors are identified on Schedule B. One function of these corridors is to connect key natural features, such as the Etobicoke Creek and the West Humber Tributary, to facilitate the movement of flora and fauna and help maintain ecological processes. Restoration activities are proposed

within these corridors, including the planting of trees and shrubs on tableland for the purpose of restoring some cove for species dispersal.

7.12.14.3.2 In addition, and in support of the objectives of this Secondary Plan, a second function of these corridors is to facilitate pedestrian and bicycle activity within the community by providing hiking trails and pathways that interconnect the residential neighbourhoods, the Village Centre, community facilities, and employment lands, as well as the areas beyond the Plan Area.

7.12.14.3.3 The location of the Greenway Corridors shall generally conform with Schedule B. The size and design of the Greenway Corridors will be detailed through the Community Design Plan, in accordance with the findings and recommendations of the MESP. The design of the Greenway Corridors will, as much as possible, provide for the naturalization, while taking into account their dual function, as well as maintenance costs.

7.12.15 **Cultural Heritage Resources**

7.12.15.1 Conservation of cultural heritage resources shall be consistent with the provisions of Section 3.3 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Section 3.2 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.15.2 Built heritage resources and cultural heritage landscape resources have been identified within the Plan Area through the draft Cultural Heritage Survey (Unterman McPhail Associates, February 2006). This report makes recommendations with respect to the significance of the built heritage and cultural heritage landscape resources and appropriate conservation measures.

7.12.15.3 The built heritage resources identified in the draft Cultural Heritage Survey, and listed below, will require a Cultural Heritage Impact Statement ("CHIS"), to be prepared and submitted in accordance with Section 3.3 of the Town's Official Plan, to address appropriate conservation measures as part of any development application. Additional built heritage resources requiring a Cultural Heritage Impact Statement may be identified through finalization of the Cultural Heritage Survey.

1. Nineteenth century stone farmhouse located at 12701 Hurontario Street (west half Lot 21, Concession 1 EHS, former Chinguacousy Township);
2. Nineteenth century stone farmhouse located at 12304 Heart Lake Road (east half Lot 19, Concession 2 EHS, former Chinguacousy Township);
3. Nineteenth century frame and stucco farmhouse and timber frame gable-roofed barn located at 12516 Kennedy Road (east half of Lot 20, Concession 1 EHS, former Chinguacousy Township);
4. Nineteenth century stone farmhouse with brick veneer located at 12551 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township);

5. Nineteenth century residence located at 12409 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township); and,
6. Early 20th century concrete block farmhouse located at 12434 Dixie Road (East half Lot 20, Concession 3 EHS, former Chinguacousy Township).

7.12.15.4 It is the intent of this Secondary Plan to conserve significant built heritage resources through retention and integration into new development proposals in the form of their original use or an appropriate adaptive re-use. Where built heritage resources have been identified through a CHIS for retention in their original location, plans of subdivision and other development applications shall be designed to enable these buildings to be preserved in their original location.

7.12.15.5 As a condition of development approval, the Town will secure satisfactory financial and/or other guarantees to fully restore or reconstruct any built heritage resources identified for retention that are damaged or demolished as a result of new development.

7.12.15.6 All development adjacent to or incorporating a built heritage resource must, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials and design features. The strategy for integrating heritage resources shall be outlined in the Community Design Plan.

7.12.15.7 A Stage 1 Archaeological Assessment of the Plan Area (Archaeological Services Inc., February 2006), included as a separate report in the Cultural Heritage Survey, has identified areas of high potential for archaeological resources. Prior to any soil-disturbing activities within the Plan Area, archaeological assessment of these areas shall be completed in accordance with current Provincial guidelines to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport. The archaeological assessment shall include all areas of high archaeological potential within lands maintained as Greenland or conveyed to the Town, except for areas zoned to prohibit soil disturbances for which written commitment to that effect is provided to the Ministry of Tourism, Culture and Sport.

7.12.15.8 Consideration shall be given to perpetuating the names of the former 19th and 20th century land owners within proposed subdivisions in the naming of streets, parks, trails and natural areas, and, as a minimum, street names shall be in accordance with the Town's policy requiring one historic street name per plan of subdivision.

7.12.16 **Transportation**

7.12.16.1 General Policies

7.12.16.1.1 The transportation system servicing the Plan Area, as shown conceptually on Schedule B, shall be developed in accordance with Section 5.9 and the following specific policies. Where there is a conflict between the policies

of Section 5.9 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.16.1.2 New development shall be serviced by municipal roads, and to the extent appropriate, in balance with all other considerations, the location of municipal roads shall give consideration to providing access to properties within the Secondary Plan. Temporary access will generally not be permitted, however, in cases where public road access is not immediately available, temporary access may be considered.

7.12.16.1.3 An appropriate road widening necessary to achieve the Right-of-Way requirement shall be conveyed as a condition of development within the Plan Area. Additional Right-of-Way dedications may be required at intersections for the construction of turning lands and/or utilities.

7.12.16.1.4 Development with the Plan Area must have regard for the approved Highway 410 Extension Environmental Assessment Study and provincial requirements respecting development adjacent to Highway 410.

7.12.16.1.5 All roads will be designed and built in accordance with Town standards to accommodate the access and operations requirements of the Town and fire and emergency services, service vehicles and snow plowing.

7.12.16.1.6 Final designs, functions and requirements for roads and other components of the transportation system shall be established based on the findings and recommendations of the following studies:

a) Mayfield West Transportation Master Plan;
b) Mayfield West Traffic Management Plan;
c) Mayfield West Community Design Plan
d) Site-specific Traffic Impact Studies, as required;
e) Environmental Assessment Studies, as required;
f) Mayfield West Master Environmental and Servicing Plan; and,
g) Kennedy Road Realignment Environmental Assessment Study.

7.12.16.2 Site-specific Traffic Impact Studies

7.12.16.2.1 Site-specific Traffic Impact Studies may be required for applications for development or redevelopment within the Plan Area. The Site-specific Traffic Impact Studies will determine the traffic impact of the proposed development and the feasible and practical means available to accommodate traffic from the proposed development. These studies may include analysis of items such as: turning movements, storage length, internal circulation, fire access, driveway design and grading, gap studies and the traffic impact of any proposed change in use.

7.12.16.2.2 Site-specific Traffic Impact Studies shall be subject to the approval of the Town in consultation with the Region of Peel, and must be consistent with the Mayfield West Transportation Master Plan and the Mayfield West Traffic Management Plan.

7.12.16.3 Kennedy Road Realignment

7.12.16.3.1 This Secondary Plan has proposed a realignment of Kennedy Road to the east of its existing alignment. The realignment shown on Schedule B is conceptual. The Kennedy Road Realignment Environmental Assessment Study will investigate alignment alternatives for Kennedy Road and make a recommendation as to the preferred alignment.

7.12.16.3.2 The preferred alignment of Kennedy Road shall consider, among other things, the minimization of impacts on the area designated EPA and tributary 18 and 19, as identified in the MESP, road geometric standards, and good community planning and engineering practices, and have regard for the findings of the Kennedy Road Environmental Assessment Study (starts at Mayfield Road and runs approximately 800 metres north).

7.12.16.3.3 The design concepts for crossing the area designated EPA shall minimize intrusions and alterations to existing valley and tributary features and functions, and shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, to the greatest extent possible, and shall consider road geometric standards and good engineering practices.

7.12.16.3.4 Exact siting and locations for the crossings shall be finalized at the plan of subdivision stage. Siting and design shall address, among other matters, to the satisfaction of the Town in consultation with the TRCA, such requirements as:

a) Pedestrian and wildlife access in the valley corridor;
b) Watercourse dynamics such that channelization and armouring, and the need for future remedial works are minimized;
c) Aquatic habitat including the retention and/or restoration of appropriate riparian habitat;
d) The safe passage of regulatory flood flows such that existing regulatory flood elevations are maintained to within acceptable limits; and,
e) Road design, geometric standards, and good engineering practices.

7.12.16.3.5 The Town's Official Plan will designate Kennedy Road as a Major Collector Road from Mayfield to Old School Roads. Developers of land within the Plan Area shall provide a Right-of-Way to the Town for a 26-36 metre Right-of-Way. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.16.3.6 At this point where Kennedy Road is realigned, the existing Kennedy Road crossing of tributary 19, as identified in the MESP, shall be removed and the tributary restored and enhanced in accordance with plans approved by the Town and the TRCA.

7.12.16.3.7 It is the intent of this Secondary Plan that the existing Kennedy Road, in proximity to be proposed east-west industrial collector road, will take the form of a cul-de-sac. However, until such time that the Kennedy Road realignment is complete, through access will need to be maintained.

7.12.16.4 Collector Roads

7.12.16.4.1 The alignment and location of the collector road system is shown conceptually on Schedule B. The collector road system includes:

a) A new 'Main Street' from Highway 10 easterly to the east limits of the Community Development Plan. Developers of land within the Plan Area shall provide a 22-26 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan. The intersection at Highway 10 shall require the approval of the Ministry of Transportation of Ontario.

   The location of the intersection of Highway 10 and 'Main Street' must give consideration for the future extension of 'Main Street' west of Highway 10.

b) A new east-west industrial collector road from Kennedy Road to Dixie Road. Developers of land within the Plan Area shall provide a 24-30 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan. Intersections at Dixie Road shall require the approval of the Region of Peel.

c) A new east-west residential collector road from Kennedy Road to Heart Lake Road. Developers of land within the Plan Area shall provide a 20-26 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.16.4.2 In addition, two new residential collector roads are proposed, located internally within the Residential Area and intersecting with 'Main Street' and the industrial collector road. Developers of land within the Plan Area shall provide a 20-24 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.16.4.3 The alignment, location, and ultimate Right-of-Way for all collector roads identified in a) through c), and the residential collector roads identified in Section 7.12.16.4.2, shall be elaborated on in the Community Design Plan. The alignment may be adjusted if it is determined appropriate in the context of subsequent development applications.

7.12.16.5 Local Roads

7.12.16.5.1 Local Roads shall be interconnected and incorporate curves and short block lengths in order to avoid long, uninterrupted and straight sections of roadway. The routes and detailed design requirements for local roads shall be determined in accordance with the pertinent findings and recommendations of the studies required by this Secondary Plan and implemented through development approvals.

7.12.16.5.2 The local road network in the Plan Area will be based on a grid system which provides for the even distribution of traffic, permeability, and maximizes connectivity for all modes of travel throughout the Plan Area.

7.12.16.5.3 A north-south road with a 20-26 metre Right-of-Way may be required between Abbotside Way and northerly limit of the Mayfield West Secondary Plan Area and Settlement Boundary 2031, west of Heart Lake Road, together with daylight triangles at intersections, if:

a) Residential uses are proposed within Special Policy Area C; or,

b) Where industrial or commercial uses are proposed with a 10 metre landscape buffer between the Residential Area and industrial/commercial use, requiring a local street.

If this Road is constructed, it is anticipated that it will be extended to the north when the adjacent lands are developed.

To establish these roads and where public infrastructure is required, the lands shall be developed through a Draft Plan of Subdivision. The specific location may be adjusted through a subdivision process, taking into account such matters as the minimization of impact to environmental features, stormwater management requirements, heritage resources, the provision of full municipal services, emergency services and land uses, supported by appropriate studies to the satisfaction of the Town, Region of Peel, Toronto and Region Conservation Authority and Ministry of Transportation.

7.12.16.6 Highway 410 and Kennedy Road Partial Interchange

7.12.16.6.1 A potential future partial interchange will be protected for, through the planning process, at the intersection of Highway 410 and Kennedy Road. An environmental assessment study will be required to determine, among other things, need and justification, social and economic benefits/impacts, operational and safety implications, and environmental impacts associated with the partial interchange.

7.12.16.7 Pedestrian and Cycling Linkages

7.12.16.7.1 Consistent with the objectives of Section 5.9.2 f) of the Town's Official Plan, a pedestrian and bicycle system shall be integrated within the road network and provide appropriate linkages between the Village Centre Area, residential neighbourhoods, the open space system, potential transit stops and places of employment, as well as to areas outside of the Plan Area.

7.12.16.7.2 Pedestrian walkways and bicycle routes shall be required throughout the Plan Area, in accordance with the approved Community Design Plan, and shall utilize public streets and dedicated pathways established throughout the Plan Area.

7.12.16.8 Gateway Features

7.12.16.8.1 The Town shall require developers to provide gateway features at locations with high visibility and profile, as conceptually shown on Schedule B. The

ultimate design and location of the gateway features will be elaborated on in the Community Design Plan, to the satisfaction of the Town, in consultation, where appropriate, with the Ministry of Transportation and Region of Peel.

7.12.16.8.2 Implementation of these gateway features will be through the plan of subdivision application process and entirely at the expense of the developers within the Plan Area.

7.12.16.9 Transit

7.12.16.9.1 Potential future transit routes within the Plan Area will be identified in the Traffic Management Plan and reflected in the Community Design Plan.

7.12.16.9.2 Development with the Plan Area shall be designed to minimize walking distances to potential transit routes and shall incorporate through block walkways as required to achieve this objective.

7.12.17 **Municipal Services**

7.12.17.1 General Policies

7.12.17.1.1 Development within the Plan Area shall be serviced by municipal water, municipal sanitary and storm sewers, municipal roads, hydro and other utilities, in accordance with the MESP and the Development Phasing Plan (see Section 7.12.5.5). New public and private infrastructure shall be developed in accordance with the policies of the Town's Official Plan and shall comply with Town standards as well as with the standards of the respective public and private utility providers and other relevant government agencies.

7.12.17.1.2 New development within the Plan Area will be serviced by sanitary sewers extended from the Peel Waste Water System. A piped municipal water supply will be provided from the Peel Lake Based Water Supply System.

7.12.17.1.3 The Region of Peel is proposing to install a water main along Kennedy Road through the Plan Area. Development shall be planned to ensure that the proposed water main is within road Right-of-Ways or in an easement on publicly owned open space blocks.

7.12.17.1.4 No final development approval will be given to any parcel of land within the Plan Area until such time as the necessary stormwater management facility, piped water and sanitary and storm sewer facilities to serve the proposed development are available, or arrangements are in place to ensure that they will be available through the development process.

7.12.17.1.5 All development proposals must be accompanied by a Servicing report which provides the detailed design and implementation of required stormwater, water and wastewater servicing to the satisfaction of the Town, the Region of Peel and the TRCA. Developments will be phased to for the logical extension and phasing of services. Any phasing shall take place in accordance with the policies set out in Section 6.2.1.7 of the Town's Official Plan and the Development Phasing Plan referred to in Section 7.12.5.5.

7.12.17.1.6 In extending services to develop specific parcels, the developer shall provide the opportunity for adjacent existing unserviced or partially serviced development to connect to the municipal system.

7.12.17.1.7 Construction of required infrastructure will be based on detailed engineering and design studies to be approved by the Town and the Region of Peel. Final designs, functions and requirements for all municipal services and utilities shall be established in accordance with the findings and recommendations of the following studies:

a) MESP;
b) Cultural Heritage Survey; and,
c) Community Design Plan.

7.12.17.1.8 Planning for the provision of services within the Plan Area shall give consideration to the cost effective provision of services to lands designated 'Policy Area – Residential'. The intent of this policy is to provide for the servicing of the affected lands in a cost effective and efficient manner in balance with all other appropriate considerations.

7.12.17.2 Stormwater Management Facilities

7.12.17.2.1 Stormwater management facilities shall be developed in accordance with the MESP and the Community Design Plan, to the satisfaction of the Town, in consultation with the TRCA and any other relevant government agencies.

7.12.17.2.2 Stormwater management facilities may be permitted within any land use designation established in the Plan Area, except that facilities proposed within the EPA designation will be subject to the policies of Section 5.7.3.5 of the Town's Official Plan and subject to appropriate zoning. In considering options for stormwater management, the following principles will apply:

a) Stormwater run-off from new development shall be managed to achieve appropriate levels of surface water quantity, quality and erosion control in order to minimize any adverse effects on downstream watercourses, terrestrial and aquatic habitat functions, and base flow. Stormwater management shall also be managed to maintain groundwater functions including quantity and quality, existing flow paths and points of discharge;

b) Stormwater management techniques shall achieve an overall net environmental benefit to the Etobicoke Creek and West Humber watersheds;

c) The location of a stormwater management pond, whether on tableland or within a valley, shall be based on site-specific conditions and an appropriate analysis of environmental, technical, economic and social considerations;

d) Stormwater management ponds shall be designed to 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, such as the stormwater management facility adjacent to the Village Centre Area;

e) Stormwater management ponds shall be designed to facilitate ease of maintenance;

f) Stormwater management ponds shall emulate a passive natural feature, to the extent possible, and provide visual amenity for surrounding development; and,

g) Provincial guidelines regarding storage requirements, maximum and minimum water depths, configuration and temperature mitigation must also be considered, in consultation with the Town and TRCA.

7.12.17.2.3 The policies of Section 7.12.17.2.2, which apply to permanent stormwater management facilities, shall apply equally to interim stormwater management facilities. Interim stormwater management facilities, if any, shall be established in suitable locations which have regard for permanent stormwater management facilities, in accordance with the recommendations of the MESP.

7.12.17.2.4 The general location, configuration and size of stormwater management facilities shall be determined through the finalization of the MESP. Associated landscaping and other aesthetic aspects will be addressed in the Community Design Plan.

7.12.17.2.5 This Secondary Plan proposes to locate a stormwater management facility south of 'Main Street' and west of the Village Centre Area, abutting the Etobicoke Creek valley system, and also at the south east corner of the intersection of Kennedy and the east-west industrial collector Roads. Portions of these proposed locations are designated EPA. A preliminary assessment of the design concepts for developing stormwater management facilities within the area designated EPA shall be included in the MESP, prior to the approval of the Community Design Plan, in order that potential locations can be reviewed and environmental impacts minimized.

7.12.17.2.6 Exact siting and locations for all stormwater management facilities shall be finalized at the MESP, Community Design Plan and plan of subdivision stage. Siting and design shall address, to the satisfaction of the Town, in consultation with the TRCA, such requirements as:

a) Pedestrian and wildlife access in the valley corridors;
b) Watercourse dynamics such that channelization and armouring, and the need for future remedial works are minimized;
c) Aquatic habitat including the retention and/or restoration of appropriate riparian habitat;
d) The safe passage of regulatory flood flows such that existing regulatory flood elevations are maintained to within acceptable limits; and,

e) The design of stormwater management facilities as community features, including pedestrian trails, public open spaces, and landscaping etc.

7.12.17.3 Utilities and Telecommunications

7.12.17.3.1 Utilities and telecommunication infrastructure within the Secondary Plan shall be located underground, where feasible, and shall be grouped into a single utility trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights-of-way. Interim above ground installations may be considered for roads on temporary alignments or constructed to an interim rural cross-section.

7.12.17.3.2 Utility services shall be permitted in all land use designations subject to detailed engineering designs to be approved by the Town. Services proposed within the EPA designations are subject to Section 5.7.3.5 of the Town's Official Plan and should be minimized. Wherever possible, services within EPA should be confined to road crossings of the watercourses. On single loaded roads paralleling the EPA corridors, services should be confined to the edge of the Right-of-Way farthest from the designated corridor, wherever possible.

7.12.17.3.3 Prior to approval of development within the Plan Area, utilities and telecommunications providers are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

7.12.17.3.4 Lands required to be used for large above ground utility structures shall be shown as a block(s) or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the Town and utility provider. Blocks for large above ground utility structures should, where possible, be identified in the Community Design Plan.

7.12.18 **Private Well Monitoring**

7.12.18.1 As a condition of draft approval of plans of subdivision, a phased well monitoring program and well protection/mitigation strategies shall be implemented for the Plan Area building on the MESP.

7.12.18.2 A phased well monitoring and well protection/mitigation strategies shall be established under a joint Developer Group Agreement as required by Section 7.12.22 or in an alternative arrangement satisfactory to the Region of Peel.

7.12.18.3 The phased monitoring shall occur over broader areas than individual plans of subdivision consistent with development phases referred to in Section 7.12.5.5, as appropriate. The monitoring and mitigation strategies shall address cumulative impacts of development on private well users.

7.12.18.4 The phased well monitoring and associated well protection/mitigation strategies shall be utilized and refined at a site-specific scale as part of individual subdivision approvals.

7.12.18.5 As a condition of draft approval, assurances in a form of certification by a qualified professional shall be submitted to the Region of Peel in accordance with the Region's Guidelines for Clearance of Standard Draft Conditions for New Developments on Municipal Services and verifying that the terms of reference for monitoring and well protection/mitigation set out in the MESP have been satisfied and that adequate mitigation strategies are in place.

7.12.19 **Energy Conservation**

7.12.19.1 The Town shall encourage development within the Plan Area that is consistent with programs to reduce energy consumption and promote waste reduction. Energy conservation will be encouraged through appropriate site planning, urban design and the use of energy efficient materials and landscaping.

7.12.19.2 All new buildings that are constructed within the Plan Area shall adhere in design, construction and operation to a minimum standard of Energy Start certification.

7.12.20 **Noise and Light Impacts**

7.12.20.1 New residential development shall meet noise level guidelines and policies of the Town of Caledon, Ministry of the Environment and Climate Change, Ministry of Municipal Affairs and Housing, and criteria of the Region of Peel, relating to noise pollution in residential developments.

7.12.20.2 In accordance with the requirements of the Town's Official Plan, a detailed Noise Impact and Mitigation Study will be provided at the plan of subdivision application stage in support of residential development, in particular, adjacent to Highway 10 and Kennedy Road, commercial and industrial land uses, and collector roads.

7.12.20.3 Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.

7.12.20.4 In accordance with Section 7.12.7.1.11, appropriate methods to mitigate the impacts of noise and light may be required between residential areas and Highway 10 upon completion and approval of noise and light studies.

7.12.21 **Financial Agreements**

7.12.21.1 Prior to the approval of any development, the Town, in consultation with the Region, shall be satisfied as to the availability of transportation facilities, water supply and sewer capacity to accommodate the development. This may require front-end or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the development, consistent with the Development Phasing Plan.

7.12.22 **Developer Group Agreement(s)**

7.12.22.1 In order to ensure that all affected owners contribute equitably towards the provision of the community and infrastructure facilities such as schools,

parks, open space, enhancement and restoration of environmental features, roads and road improvements, internal and external services, stormwater management facilities, and private well monitoring, protection and mitigation, property owners shall be required to enter into one or more Developers' Group Agreements as a condition of the development of their land.

7.12.22.2 These agreements shall provide for the equitable distribution of the costs, including lands, of the aforementioned community and infrastructure facilities and associated studies where such costs are not dealt with under the *Development Charges Act, 1997.*

7.12.22.3 All non-participating landowners within the Plan Area will not be entitled to development approvals under the provisions of this Secondary Plan until such time as they have joined the Developers Group as participating landowners, and participate in the delivery of infrastructure as required. Prior to approval for any development within the Plan Area, the Town shall require a certificate from the Developers Group cost-sharing trustee confirming the development proponent is in good standing with the Developers Group.

7.12.23 **Land Dedication and Acquisition**

7.12.23.1 The policies of the Town's Official Plan and this Secondary Plan shall apply.

7.12.23.2 Pursuant to Subsection 25(1) of the *Planning Act,* R.S.O. 1990, c P.13, the Town or the Region may acquire and hold any lands required to implement any feature of this Secondary Plan. This may include the expropriation of lands required to implement the road network in the Secondary Plan, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure.

7.12.23.3 An environmental clearance shall be required prior to the conveyance of any lands to the Town. The environmental clearance shall be based on the appropriate level of site assessment as established in Ministry of the Environment and Climate Change guidelines.

7.12.24 **Implementation**

7.12.24.1 The provisions of the Town's Official Plan regarding implementation shall apply with regard to this Secondary Plan.

7.12.24.2 Plans of subdivision shall only be recommended for approval which:

a) Conform with the policies and designations of this Secondary Plan; and,

b) Are consistent with the final and approved recommendations of all the supplementary and required studies referred to in this Secondary Plan.

7.12.24.3 This Secondary Plan shall be implemented by an appropriate Zoning By-law or by-laws to zone the lands in accordance with the provisions here. Zoning shall be established at the time of applications for development.

7.12.25 Mayfield West Secondary Plan Special Policy Area D

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7.12.25.1 Notwithstanding section 7.12.1, 7.12.2, 7.12.4.5, 7.12.12.1.3 and 7.12.1 an additional 78 hectares (195 acres) of employment generating land uses are located in the Mayfield West Secondary Plan Special Policy Area D. The boundaries of the Special Policy Area D are shown on Schedule B of the Plan and are legally described as Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1, 3, and 6 on 43R-40325; Town of Caledon; Regional Municipality of Peel; and Part of Lot 21 and 22, Concession 3 EHS (Chinguacousy); designated as Parts 2, 4, and 5 on 43R-40325; Town of Caledon; Regional Municipality of Peel.

7.12.25.2 Notwithstanding section 7.12.3.8 of the Plan, the development of the site servicing and stormwater system shall be in accordance with the Final CEISMP and Final Functional Servicing and Stormwater Management Report, to the satisfaction of the Town of Caledon, Toronto and Region Conservation Authority, and Region of Peel.

7.12.25.3 A minimum 30 metre buffer width will be provided from the limits of Significant Woodlands.

a) Community Energy and Emission Reduction Plan;

b) Climate Change Adaptation Plan; Functional Servicing Report and

c) Stormwater Management Report;

d) Geotechnical Investigation Report;

e) Comprehensive Environmental Impact Study and Management Plan (CEISMP);

f) Feature Based Water Balance Assessment;

g) Noise Report;

h) Planning Justification Report;

i) Hydrogeological Report;

j) Economic Benefits Study

k) Transportation Impact Study;

l) Urban Design Brief;

m) Cultural Heritage Impact Statement;

n) Archaeological Assessments completed in accordance with current Provincial guidelines to the satisfaction of the Town and Ministry of Citizenship and Multiculturalism;

o) Staging and Sequencing Plan; and,

p) Agricultural Impact Assessment

7.12.25.4 The following policies apply to the lands designated General Industrial:

7.12.25.4.1 Notwithstanding section 5.5.3.10 of the Plan, Accessory Retail Stores, and Restaurants shall be permitted adjacent to an arterial road where the use is located in a building designated under Part IV of the Ontario Heritage Act.

7.12.25.4.2 Notwithstanding Section 7.12.12.1.2 of the Plan, Restaurants shall be permitted on the subject lands where they are located within a building designated under Part IV of the Ontario Heritage Act. All uses permitted in Section 5.5.5.1 of the Plan are permitted.

7.12.25.4.3 Notwithstanding Section 5.5.5 and 7.12.12 of the Plan, Cold Storage Warehouse, Corporate Office, Training Facility, Data Centre, and Knowledge and Innovation Uses shall be permitted.

7.12.25.4.4 Notwithstanding Section 7.12.12.1.4 of the Plan, General Industrial development shall be permitted on the subject lands provided the visual impacts, aesthetics and compatibility of uses policies of Section 7.12.12.1.6 of the Plan are addressed through future development applications.

7.12.25.4.5 Notwithstanding Section 7.12.12.1.6. c) of the Plan, the maximum permitted height for a warehouse building shall be 35 metres and the maximum permitted height for a Cold Storage Building shall be 45 metres.

7.12.25.5. The following policies shall apply to the lands designated Environmental Policy Area (EPA):

7.12.25.5.1 Notwithstanding Section 7.12.3.7 and 7.12.13 of the Plan, the policies of Section 5.7 of the Plan shall apply. All new development shall be in accordance with a Final Comprehensive Environmental Impact Study and Management Plan (CEISMP), to the satisfaction of the Town of Caledon, Toronto and Region Conservation Authority and Region of Peel. The CEISMP will be completed in accordance with the agreed Natural Heritage Terms of Reference accepted by TRCA on December 17, 2020

7.12.25.5.2. Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to the Final CEISMP, and approval by the Town, Region of Peel, Toronto Region Conservation Authority or the Province.

Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.

7.12.25.5.3 A minimum 30 metre buffer width will be provided from the limits of Significant Woodlands.

7.12.25.6 Prior to approval of the first Site Plan Application in the Plan Area, the following plans/studies are to be updated to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff:

a) Community Energy and Emission Reduction Plan;
b) Climate Change Adaptation Plan;
c) Final Functional Servicing Report and Stormwater Management Report;
d) Geotechnical Investigation Report;
e) Final Comprehensive Environmental Impact Study and Management Plan (CEISMP);
f) Feature Based Water Balance Assessment;
g) Mobility Plan;
h) Noise Report;
i) Planning Justification Report;
j) Hydrogeological Report;
k) Economic Benefits Study;
l) Transportation Impact Study;
m) Urban Design Brief;
n) Heritage Conservation Plan;
o) Heritage Impact Assessments;
p) Archaeological Assessments completed in accordance with current Provincial guidelines to the satisfaction of the Town and Ministry of Citizenship and Multiculturalism;
q) Staging and Sequencing Plan; and,
r) Agricultural Impact Assessment

7.12.25.7. If the applicant enters a pre-consultation process for specific development applications (e.g. plans of condominium or site plans), the Town may identify site-specific plans/ studies/ documents which are required to be submitted as part of the complete application.

7.12.25.8. If the Transportation Impact Assessment noted in Section 7.12.25.6 identifies required roadway improvements beyond the site frontage that are required to support the proposed development, the developer will be responsible for designing and implementing these improvements to the satisfaction of Town Staff.

7.12.25.9. If the Transportation Impact Assessment noted in Section 7.12.25.6 identifies that improvements to Old School Road are necessary to

accommodate trucks, these improvements must be completed to the satisfaction of Town Staff.

7.12.25.10. If the Transportation Impact Assessment noted in Section 7.12.25.6 identifies required roadway improvements to ensure that development is accessible by public transit, the developer will be responsible for designing and implementing these improvements to the satisfaction of Town Staff.

7.12.25.11. Significant archaeological resources shall be preserved in situ, where feasible.

a) If in situ preservation is not feasible, appropriate mitigation will be required for significant archaeological resources, undertaken by a licensed archaeologist in accordance with the advice and requirements of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism.

b) Completion of the archaeological assessment process for the subject lands, to the satisfaction of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism will be required prior to the approval of development applications for the subject lands.

7.12.25.12. The cultural heritage resource at 12862 Dixie Road shall be conserved in accordance with the Cultural Heritage Conservation policies in the Official Plan and as set out in the Heritage Impact Assessment(s) and Heritage Conservation Plan(s), prepared to the satisfaction of the Town of Caledon, for these cultural heritage resources.

a) A Heritage Impact Assessments, completed to the satisfaction of the Town, will be required as necessary based on the scope and nature of proposed works for development applications in the subject lands.

b) Where it is determined, through a Heritage Impact Assessment or other means, that there is direct impact to a cultural heritage resource as part of proposed works for a development application, a Heritage Conservation Plan may be required prior to that development application's approval.

c) The cultural heritage resource at 12862 Dixie Road will be provided with a lot sized to support it’s adaptive re-use, including space for future additions, parking, and landscaping, in accordance with the context and character of the cultural heritage resources.

d) Every effort will be made to conserve the context of the cultural heritage resources at 12862 Dixie Road including the orientation of the original T-shaped residence.

7.12.25.13. A Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) shallbe prepared for each parcel in the Plan Area to the satisfaction of the Town of Caledon, Region of Peel and TRCA, or any other applicable authority prior to approval of a site plan application for the parcel. Each Final CEISMP must:

a) Identify the environmental goals, objectives, management and monitoring plans, and additional technical investigations for the Special Policy Area to be implemented at the site level through individual site plans.

b) Recommend a list of additional studies that may be required for implementation of the Final CEISMP.

c) Provide recommendations and design for conveyance of external drainage through an open channel to be implemented at the site plan approval stage.

d) Provide continuous modelling to determine the erosion threshold for all tributary reaches impacted by the development to ensure there are no exceedances. Should there be exceedances then the report is to provide mitigation measures to ensure the erosion criteria is met.

e) Include an impact assessment and recommended mitigation plan that demonstrates to the satisfaction of the Town, the Region of Peel and TRCA that the individual site plans conform with the environmental management plans and recommendations contained in the Final CEISMP.

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

7.12.25.15. For site plan applications received prior to July 1, 2024 a GDS checklist and supporting documents shall be submitted for Town review as part of the program's initial one-year pilot phase; meeting specific GDS metric targets is encouraged.

7.12.25.16. A Final Feature Based Water Balance Assessment shall be prepared for each parcel in the Plan Area to the satisfaction of the Town of Caledon, Region of Peel and TRCA prior to Site Plan Approval. The Final Feature Based Water Balance Assessment must be completed to achieve the water balance objectives and provide adequate protections of the identified natural features, as outlined in the Section 6 of Stormwater Management Criteria Document (TRCA, 2012) and in accordance with Town of Caledon requirements.

7.12.25.17. For the purpose of this OPA, data centre shall mean a physical room(s), building(s) or facility(ies) that stores information technology (IT) infrastructure and associated components for building, running, and delivering applications and services.

7.12.25.18. Where determined by the Geotechnical Report that upgrades to Old School Road are required to support truck traffic, an agreement shall be executed prior to Site Plan approval that details and secures the required works.

7.12.25.19. Lands within the Plan Area required to convey drainage from Old School Road shall be identified through Site Plan approval with easements provided to the satisfaction of the Town.

7.12.25.20. Future Corridor Protection Area

7.12.25.20.1 A portion of the Highway 413 Focus Analysis Area (FAA) extends into the Plan Area, as shown on Schedule B. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA. The Holding provision shall only be lifted upon receiving confirmation from the Ministry of Transportation that the FAA no longer applies to the lands or that the zoning of such lands may proceed.

7.13 THE GREENBELT PLAN

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7.13.1 Introduction

The Greenbelt Plan provides policy direction within an area extending from Niagara Falls to Durham Region, referred to as the Greater Golden Horseshoe. Through the *Greenbelt Act*, 2005 and the accompanying Greenbelt Plan, the Province identifies where urbanization should not occur in order to provide protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan includes the Protected Countryside and lands within the Niagara Escarpment Plan (NEP), Oak Ridges Moraine Conservation Plan (ORMCP), and Lake Simcoe Protection Plan (LSPP), and complements and supports other Provincial level initiatives such as the Parkway Belt West Plan Area. The Greenbelt Plan also seeks to improve ecological linkages between these areas and the surrounding major lake systems and watersheds.

The Greenbelt Plan contains Geographic Specific Policies and General Policies that apply to the lands designated Protected Countryside. The geographic specific policies of the Protected Countryside deals with three key policy areas: the Agricultural System, the Natural System, and the Settlement Areas within the Greenbelt. The General Policies are those policies that apply across the Protected Countryside and apply to non-agricultural uses, recreation and tourism uses, infrastructure, natural resource uses, cultural heritage resources and existing uses. These General Policies also pertain to lot creation in the Protected Countryside.

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Within Caledon, the Agricultural System includes Prime Agricultural Areas, General Agricultural Areas and Rural Lands, as designated on the Schedules to this Official Plan. The Natural System identifies lands that support both natural heritage and hydrologic features and functions. Both systems maintain connections to the broader agricultural and natural systems of Southern Ontario. The settlement areas, identified in this Plan as Rural Service Centres, Villages, Hamlets, and Industrial/Commercial Centres vary in size, diversity and intensity of uses and are found throughout the Protected Countryside. While providing permanent agricultural and environmental protection, the Greenbelt also contains important natural resources and supports a wide range of recreational and tourism uses, areas and opportunities.

Lands within the Protected Countryside, as shown on Schedule S, are subject to the entirety of the Greenbelt Plan.

A significant portion of Caledon's rural population resides in the Protected Countryside of the Greenbelt Plan Area. It is the intention of this Plan and the Town's implementing Zoning By-law, together with the Region of Peel Official Plan, to recognize and protect the continuing presence of existing lawful uses and support the continued vitality of agricultural uses, while

encouraging minimum impacts on the long-term ecological integrity of the Natural System of the Greenbelt Plan Area.

7.13.2 **Objectives**

To implement the Greenbelt Plan through local land use planning policies and decisions in a manner that is consistent with the intent of the Greenbelt Plan and is supportive of the Strategic Direction, Goals, Objectives and Policies of the Region of Peel Official Plan and this Plan.

7.13.3 **Geographic Specific Policies in the Protected Countryside**

There are three types of Geographic Specific Policies that apply to key policy areas within the Protected Countryside designation of the Greenbelt Plan identified on Schedule S to this Plan: the Agricultural System, the Natural System and Settlement Areas.

7.13.3.1 Agricultural System

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The Agricultural System is comprised of Prime Agricultural Areas, General Agricultural Areas and Rural Lands as designated on the Schedules to this Official Plan. In addition to the policies of Section 5.1.1 and other applicable policies of this Plan, the following specific policies apply:

7.13.3.1.1 Prime Agricultural Area

7.13.3.1.1.1 For lands designated Prime Agricultural Area on the Schedules to this Plan, uses shall be permitted in accordance with Sections 5.1.1, 7.13.3.1.1.2 to 7.13.3.1.1.5 of this Plan.

7.13.3.1.1.2 Prime Agricultural Areas shall not be redesignated for non-agricultural uses except in accordance with 7.13.3.1.1.3 and 7.13.3.1.1.4.

7.13.3.1.1.3 Settlement area expansions into Prime Agricultural Areas may be considered in accordance with Section 7.13.3.4

7.13.3.1.1.4 Other uses may be permitted in Prime Agricultural Areas in accordance with Sections 7.13.4.3 to 7.13.4.6.

7.13.3.1.1.5 Minor refinements to the Prime Agricultural Area based on the Land Evaluation and Area Review (LEAR) to be completed by the Region of Peel and Town of Caledon subject to the criteria identified in the municipal implementation policies of Section 5.3 of the Greenbelt Plan. Such amendments are to be minor in nature, solely with a view to rationalizing Prime Agricultural Area boundaries.

7.13.3.1.2 General Agricultural Area

7.13.3.1.2.1 For lands designated General Agricultural Area on the Schedules to this Plan, uses shall be permitted in accordance with Sections 5.1.2, 7.13.3.1.2.2 and 7.13.3.1.2.3 of this Plan.

7.13.3.1.2.2 Settlement Area expansions into General Agricultural Areas may be considered in accordance with Section 7.13.3.4.

7.13.3.1.2.3 Other uses may be permitted in General Agricultural Areas in accordance with Sections 7.13.4.1 to 7.13.4.6.

7.13.3.1.2.4 New multiple units or lots for residential dwellings (e.g. estate residential subdivisions and adult lifestyle or retirement communities), whether by plan of subdivision, condominium or severance, shall not be permitted.

7.13.3.1.3 Rural Lands

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7.13.3.1.3.1 For lands designated Rural Lands on the Schedules to this Plan, uses shall be permitted in accordance with Sections 5.2, 7.13.3.1.3.2 and 7.13.3.1.3.3 of this Plan.
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7.13.3.1.3.2 Settlement Area expansions into Rural Lands may be considered in accordance with Section 7.13.3.4.
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7.13.3.1.3.3 Other uses may be permitted in Rural Lands in accordance with Sections 7.13.4.1 to 7.13.4.6.
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7.13.3.1.3.4 New multiple units or lots for residential dwellings (e.g. estate residential subdivisions and adult lifestyle or retirement communities), whether by plan of subdivision, condominium or severance, shall not be permitted.

7.13.3.2 Natural System

The Natural System of the Protected Countryside is comprised of a Natural Heritage System (NHS), as defined and mapped in the Greenbelt Plan and as shown on Schedule S to this Plan, a Water Resource System, Key Natural Heritage Features and Key Hydrologic Features and External Connections. The Natural System policies protect areas of natural heritage, hydrologic and/or landform features, which are often functionally inter-related and which collectively support biodiversity and overall ecological integrity. The Natural Heritage System functions as an overlay on top of the primary land use designations as shown on the Schedules to this Plan. As such, permitted uses within the Greenbelt Natural Heritage System are those uses permitted within the applicable primary land use designations, subject to constraints of the Natural System and the other Greenbelt specific policies set out in Section 7.13.

7.13.3.2.1 Natural Heritage System

The policies and designations contained in this Plan shall apply to lands within the Natural Heritage System subject to Sections 7.13.3.2.1.1 to 7.13.3.2.1.4.

7.13.3.2.1.1 New buildings or structures for agriculture, Agriculture-related Commercial or Agriculture-related Industrial and/or On-farm diversified Uses are not subject to the Natural Heritage System policies below, but are subject to the policies on Key Natural Heritage Features and Key Hydrologic Features as identified in the natural features policies of Section 7.13.3.2.3.
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7.13.3.2.1.2 New development in the Natural Heritage System (NHS) (as permitted by the policies of this Plan) shall demonstrate that:

a) There will be no negative impacts on Key Natural Heritage Features or Key Hydrologic Features or their functions;

b) Connectivity between Key Natural Heritage Features and Key Hydrologic Features is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;

c) The removal of other natural features not identified as Key Natural Heritage Features and Key Hydrologic Features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible;

d) The disturbed area of any site does not exceed 25 percent of the total developable area and the impervious surface does not exceed 10 percent, of the total developable area, except for uses described in and governed by Sections 7.13.4.2 and 7.13.4.4. With respect togolf courses, the disturbed area shall not exceed 40 percent of the site of the total developable area. For clarity of interpretation, for sites that are partially within and partially outside the NHS, the percentages noted in this subsection only apply to those portions of the site that are within the NHS and are calculated on the basis of the total developable area of those portions of the site that are within the NHS.

7.13.3.2.1.3 Where non-agricultural uses are contemplated within the Natural Heritage System, applicants shall demonstrate that:

a) At least 30 percent of the total developable area of the site will remain or be returned to natural self-sustaining vegetation, recognizing that Section 7.13.4.4 establishes specific standards for the uses described there;

b) Connectivity along the system and between Key Natural Heritage Features or Key Hydrologic Features located within 240 metres of each other is maintained or enhanced; and,

c) Buildings or structures do not occupy more than 25 percent of the total developable area and are planned to optimize the compatibility of the project with the natural surroundings.

For clarity of interpretation, for sites that are partially within and partially outside the NHS, the percentages noted in subsections a) and c) above only apply to those portions of the site that are within the NHS and are calculated on the basis of the total developable area of those portions of the site that are within the NHS.

7.13.3.2.1.4 The Natural Heritage System, including the natural features policies of Section 7.13.3.2.3, does not apply within the existing boundaries of settlement areas, but does apply when considering expansions to settlements

as permitted by the policies of this Plan. Municipalities should consider the Natural Heritage Systems connections within settlement areas when implementing municipal policies, plans and strategies.

7.13.3.2.1.5 Parkland dedication and school sites required as a condition of approval for development within an urban settlement area shall not be permitted within the Natural Heritage System of the Greenbelt Plan.

7.13.3.2.2 Water Resources System

7.13.3.2.2.1 The Town shall continue to promote watershed planning in accordance with the policies of this Plan, particularly subsection 3.2.4.15 b), and the policies of the Greenbelt Plan.

7.13.3.2.2.2 The Town shall continue to manage surface and groundwater resources in accordance with the policies of this Plan, particularly Sections 3.2 and 5.7, and the policies of the Greenbelt Plan.

7.13.3.2.2.3 The Town shall continue to protect and manage sources of drinking water and well head protection areas in accordance with the policies of this Plan, particularly Section 3.2.5.12, and the policies of the Greenbelt Plan.

7.13.3.2.2.4 The Town shall take a comprehensive, integrated, and long-term approach to the protection, improvement and restoration of the quality and quantity of water through a systems approach.

7.13.3.2.3 Key Natural Heritage Features and Key Hydrologic Features

7.13.3.2.3.1 Key Natural Heritage Features within the Greenbelt Plan Area Protected Countryside are significant habitat of endangered species, threatened species and special concern species, fish habitat, wetlands, Life Science Areas of Natural and Scientific Interest, significant valleylands, significant woodlands, significant wildlife habitat, sand barrens, savannahs and tallgrass prairies, and alvars.

7.13.3.2.3.2 Key Hydrologic Features are permanent and intermittent streams, lakes (and their littoral zones), seepage areas and springs, and wetlands.

7.13.3.2.3.3 Key Natural Heritage Features and Key Hydrologic Features and their associated Vegetation Protection Zones shall be designated Environmental Policy Area (EPA) and shall be subject to the applicable policies of this Plan. In the absence of approved provincial criteria, the identification of Key Natural Heritage Features and Key Hydrologic Features shall be in accordance with the Town's ecosystem planning policies and performance measures contained in Section 3.2 and 5.7.

For clarification, the Town's ecosystem planning policies and performance measures also apply in conjunction with provincial criteria provided that they achieve or exceed provincial objectives within the Greenbelt Plan Area. Provincial criteria only apply to the identification of Key Natural Heritage Features within the Natural Heritage System and to Key Hydrologic Features throughout the Protected Countryside, except within settlement areas. Within settlement areas in the Protected Countryside, Key Natural

Heritage Features and Key Hydrologic Features shall be identified in accordance with the Town's ecosystem planning policies and performance measures.

7.13.3.2.3.4 In the case of Key Hydrologic Features located anywhere within the Protected Countryside designation, the associated Vegetation Protection Zone shall be a minimum of 30 metres wide measured from the outside boundary of the Key Hydrologic Feature.

7.13.3.2.3.5 In the case of significant woodlands and fish habitat located within the Natural Heritage System, the associated Vegetation Protection Zone shall be a minimum of 30 metres wide measured from the outside boundary of the Key Natural Heritage Feature.

7.13.3.2.3.6 Except as otherwise permitted by this Plan, particularly Sections 5.7.3.1.2 and 7.13.4.1 to 7.13.4.4, development is prohibited within Key Natural Heritage Features and Key Hydrologic Features, and their associated Vegetation Protection Zones.

7.13.3.2.3.7 A proposal for development within 120 metres of a Key Natural Heritage Feature within the Natural Heritage System or a Key Hydrologic Feature anywhere within the Protected Countryside requires a natural heritage evaluation and hydrological evaluation, which identify a Vegetation Protection Zone which:

a) Is of sufficient width to protect the Key Natural Heritage Feature or Key Hydrologic Feature and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and,

b) Is established to achieve, and be maintained as natural self-sustaining vegetation.

7.13.3.2.3.8 Expansions to existing agricultural buildings and the construction of new agricultural buildings and structures and farm and non-farm dwellings that are accessory to an existing agricultural use, together with accessory uses, are permitted in Key Natural Heritage Features and Key Hydrologic Features, subject to the existing use policies of Section 7.13.4.5 of this Plan.

7.13.3.2.3.9 New buildings and structures for agricultural uses will be required to provide a 30 metre wide vegetation protection zone from a key natural heritage feature or key hydrologic feature, but may be exempted from the requirement of establishing a condition of natural self-sustaining vegetation if the land is, and will continue to be, used for agricultural purposes. This policy applies to buildings and structures associated with new uses that require approval under the *Planning Act*. Existing uses are subject to the existing use policies of Sections 7.13.3.2.3.8 and 7.13.4.5 of this Plan. Agricultural uses should pursue best management practices to protect and/or restore key hydrologic features and functions.

7.13.3.2.4 Urban River Connections

The Greenbelt Plan depicts river valleys running through approved urban areas that connect the Greenbelt to the Great Lakes as external connections, and indicates that such connections are a key component of the long-term health of the Natural System. In Caledon, the main Humber River valley running though the approved Bolton Settlement Area and the Etobicoke Creek valley running through the approved Mayfield West Settlement Area have been depicted as external connections. In recognition of the function of urban river valleys, the Greenbelt Plan states that the Federal government, municipalities, Conservation Authorities, other agencies and stakeholders should consider the policy directions in Sections 7.13.3.2.4.1 to 7.13.3.2.4.3.

7.13.3.2.4.1 Continue with stewardship, remediation and appropriate park and trail initiatives which maintain and, to the extent possible, enhance the ecological features and functions found within these valley systems.

7.13.3.2.4.2 In considering land conversions or redevelopments in or abutting an urban river valley, strive for planning approaches that:

a) Establish or increase the extent or width of Vegetation Protection Zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top-of-bank);

b) Increase or improve fish habitat in streams and in the adjacent riparian lands;

c) Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and,

d) Seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems.

7.13.3.2.4.3 Integrate watershed planning and management approaches for lands both within and beyond the Greenbelt.

7.13.3.3 Parkland, Open Space and Trails

For all lands falling within the Protected Countryside, the Greenbelt Plan states that municipalities should consider the policy directions as set out in Sections 7.13.3.3.1 to 7.13.3.3.4.

7.13.3.3.1 Provide for a full range of publicly accessible, built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based activities.

7.13.3.3.2 Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails.

7.13.3.3.3 Include the following considerations in municipal parkland and open space strategies:

a) Providing for open space areas for current and future populations and promoting stewardship of open space areas;

b) Providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle;

c) Identifying key areas or sites for the future development of major facilities that avoid sensitive landscapes;

d) Identifying and targeting underserviced areas for improved levels of protection; and,

e) Protecting the recreation and tourism values of waterfront areas as a high priority.

7.13.3.3.4 Include the following considerations in municipal trail strategies:

a) Preserving the continuous integrity of corridors (e.g. abandoned railway rights-of-way and utility corridors);

b) Planning trails on a cross-boundary basis to enhance interconnectivity where practical;

c) Incorporating the existing system of parklands and trails where practical;

d) Restricting trail uses that are inappropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing trails/uses);

e) Providing for multi-use trail systems which establish a safe system for both motorized and non-motorized uses;

f) Supporting and ensuring compatibility with agriculture; and,

g) Ensuring the protection of the sensitive Key Natural Heritage Features and Key Hydrologic Features and functions of the landscape.

7.13.3.4 Settlement Areas

The Greenbelt Plan defers to municipal Official Plans for the detailed delineation of settlement boundaries. Settlement areas and their associated boundaries within the Town of Caledon are delineated on the Land Use Schedules to this Plan. In addition to all of the other applicable policies of this Plan, Settlement areas within the Protected Countryside designation are subject to the following specific policies.

7.13.3.4.1 Lands with the approved boundaries of existing settlement areas, as delineated in this Plan on the date the Greenbelt Plan came into effect, are not subject to the Greenbelt Plan, and therefore not subject to Section 7.13 of this Plan and any related policies, save for the External Connections policies contained in Section 7.13.3.2.4.

7.13.3.4.2 Municipalities are encouraged to continue their efforts to support the long-term vitality of these settlements through appropriate planning and economic development approaches which seek to maintain, intensify and/or revitalize these communities. This includes modest growth that is compatible with the long-term role of these settlements as part of the Protected Countryside and the capacity to provide locally-based sewage and water services.

7.13.3.4.3 Settlement areas outside the Greenbelt Plan Area are not permitted to expand into the Greenbelt Plan Area.

7.13.3.4.4 Extensions or expansions of services to settlement areas within the Protected Countryside shall be subject to the infrastructure policies of Section 7.13.4.3 of this Plan, including the requirements regarding environmental assessments.

7.13.3.4.5 At the ten (10) year Greenbelt Plan review period, modest settlement area expansions may be possible for Towns/Villages, provided the proposed growth:

a) Is on municipal sewage and water services;

b) Would not exceed the assimilative and water production capacities of the local environment as determined on a watershed or sub-watershed basis;

c) Complies with any applicable watershed plan;

d) Does not extend into the Natural Heritage System; and,

e) Appropriately implements the requirements of any other Provincial and municipal policies, plans, strategies or regulations, including requirements for assessment of need, locational and similar considerations.

7.13.3.4.6 In accordance with Section 3.4.4 of the Greenbelt Plan, and notwithstanding Section 7.13.3.4.5, the Town of Caledon, in partnership with the Region of Peel and Credit Valley Conservation, is undertaking an Alton Village Study which, among other things, will be assessing the potential for an expansion to the approved Alton settlement boundary. In addition to all other applicable policies of this Plan, the following additional policies apply with respect to the potential expansion of Alton Village:

a) The settlement expansion shall not extend into the Natural Heritage System; and,

b) The settlement expansion shall maintain the rural and/or existing character of Alton.

7.13.3.4.7 Should it be determined through the Alton Village study that a settlement boundary expansion is appropriate and meets all applicable policies, the expansion shall be proposed through an Official Plan Amendment as part of the Village Study process. Provided such an Official Plan Amendment is

based on the Village Study process that was underway when this Plan was brought into conformity with the Greenbelt Plan, the proposed expansion may be considered under the provisions of Section 3.4.4.1 of the Greenbelt Plan.

7.13.4 General Policies for the Protected Countryside

This section describes the general policies that apply across the Protected Countryside. These policies are applicable to non-agricultural uses, recreation and tourism uses, infrastructure, natural resource uses, cultural heritage resources, existing uses and lot creation.

7.13.4.1 General Non-Agricultural Use Policies

7.13.4.1.1 Any non-agricultural uses proposed within the Protected Countryside designation shall conform to all applicable policies of this Plan and must demonstrate that:

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a) The use is appropriate for location in Rural Lands;

b) The type of water and sewer servicing proposed is appropriate for the type of use;

c) There are no negative impacts on Key Natural Heritage Features and/or Key Hydrologic Features or their functions; and,

d) There are no negative impacts on the biodiversity or connectivity of the Natural Heritage System.

7.13.4.2 Recreational Use Policies

Intensive and Non-Intensive Recreational Uses within the Protected Countryside designation are subject to all applicable policies of this Plan, and the following specific policies:

7.13.4.2.1 Residential dwelling units, other than for an employee, shall not be permitted in association with recreational uses.

7.13.4.2.2 An application to expand or establish an Intensive Recreational use on lands designated Rural Lands within the Natural Heritage System will be accompanied by a vegetation enhancement plan that incorporates planning, design, landscaping and construction measures that:

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a) Maintain or, where possible, enhance the amount of natural self-sustaining vegetation on the site and the connectivity between adjacent Key Natural Heritage Features or Key Hydrologic Features;

b) Wherever possible, keep intermittent stream channels and drainage swales in a free-to-grow, low-maintenance condition;

c) Minimize the application and use of pesticides and fertilizers; and,

d) Locate new natural self-sustaining vegetation in areas that maximize the ecological value of the area.

7.13.4.2.3 An application to expand or establish an Intensive Recreational Use shall be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.

7.13.4.2.4 Intensive Recreational Uses, including related facilities, buildings and structures, may be considered within the Vegetation Protection Zone associated with a Key Natural Heritage Feature and Key Hydrologic Feature subject to meeting the requirements of this Plan, particularly Sections 3.2, 5.7 and 7.13.3.2.3. This shall normally be demonstrated though the completion of an Environmental Impact Study and Management Plan completed in accordance with Section 5.7.3.7 of this Plan.

7.13.4.2.5 Structures that are limited in area and normally associated with Intensive and Non-Intensive Recreational uses (such as boardwalks, foot bridges, limited cart paths, fences, dock, and picnic facilities) are permitted within Key Natural Heritage Features and Key Hydrologic Features; however negative impacts on these features should be avoided or minimized.

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7.13.4.3 Infrastructure

Infrastructure within the Protected Countryside designation is subject to all applicable policies of this Plan, and the following specific policies:

7.13.4.3.1 General Infrastructure Policies

7.13.4.3.1.1 All existing, expanded or new infrastructure subject to and approved under the *Canadian Environmental Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act*, the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:

a) It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or,

b) It serves the significant growth and economic development expected in Southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.

7.13.4.3.1.2 The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside, are subject to the following:

a) Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such infrastructure;

b) Planning, design and construction practices shall minimize, wherever possible, the negative impacts and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;

c) Where practicable, existing capacity and co-ordination with different infrastructure services is optimized so that the rural and existing character of the Protected Countryside and the overall urban structure for Southern Ontario established by the Greenbelt and any Provincial growth management initiatives are supported and reinforced;

d) New or expanding infrastructure shall avoid Key Natural Heritage Features or Key Hydrologic Features unless need has been demonstrated and it has been established that there is no reasonable alternative; and,

e) Where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a Key Natural Heritage Feature or Key Hydrologic Feature including related landform features, planning, design and construction practices shall minimize negative impacts and disturbance on the features or their related functions, and where reasonable, maintain or improve connectivity.

7.13.4.3.1.3 Infrastructure serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the Vegetation Protection Zone of a Key Natural Heritage Feature or Key Hydrologic Feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated Vegetation Protection Zone but all reasonable efforts shall be made to keep such infrastructure out of Key Natural Heritage Features or Key Hydrologic Features or the Vegetation Protection Zones.

7.13.4.3.2 Sewage and Water Infrastructure Policies

7.13.4.3.2.1 Proposals for infrastructure within or crossing the Protected Countryside shall demonstrate that:

a) Sewage and water servicing can be provided in a manner that does not negatively impact ecological features and functions, quality and quantity of ground and surface water, including stream base flow, and is sufficient to accommodate the proposed use(s);

b) Applicable recommendations, standards or targets within watershed plans and water budgets are reflected; and,

c) Any sewage and water servicing installation is planned, designed and constructed to minimize surface and groundwater disruption.

7.13.4.3.2.2 Where settlements do not currently have Great Lake or Lake Simcoe based water and sewage services, extensions to or expansions of existing Great Lake or Lake Simcoe based services to such settlements is not permitted,

unless such servicing is required to address failed individual on-site sewage or water services or to ensure the protection of public health where it has been determined by a medical officer of health (or health authority) that there is a public health concern associated with existing services within the settlement. The capacity of the services provided in these circumstances will be restricted to that required to service the affected existing settlement plus the capacity for potential development within the approved settlement boundary as it existed on December 16, 2004, the date the Greenbelt Plan came into effect.

7.13.4.3.2.3 Where settlements currently have, or had approvals for, Great Lake based water and/or sewer services as of December 16, 2004, the date the Greenbelt Plan came into effect, such services may be extended and expanded to service growth within an approved settlement boundary as it existed on December 16, 2004. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by this Plan.

7.13.4.3.2.4 Where settlement area expansions are contemplated by a municipality, the environmental assessment in support of expanded sewage and water services must be completed or approved prior to amending the boundaries of the settlement within the municipal official plan. The expansion must not extend into the Natural Heritage System.

7.13.4.3.2.5 The extension of municipal or private communal sewage or water services outside of a settlement boundary shall only be permitted in the case of health issues or to service existing uses and the expansion thereof adjacent to the settlement. Notwithstanding the above, where municipal water services exist outside of settlements areas, existing uses within the service area boundary as defined by the environmental assessment may be connected to such a service.

7.13.4.3.2.6 New or expanded partial servicing, where site conditions are suitable for the long-term provision of such services, is only permitted in the following circumstances:

a) Where such servicing is necessary to address failed individual on-site sewage or water services serving existing development; or,

b) To allow for infilling and intensification within settlement areas served by partial services as of December 16, 2004.

7.13.4.3.2.7 In the siting of new municipal and other wells, consideration shall be given to the location of vulnerable areas.

7.13.4.3.3 Stormwater Management Infrastructure Policies

7.13.4.3.3.1 Stormwater management ponds are prohibited in Key Natural Heritage Features or Key Hydrologic Features or their Vegetation Protected Zones, except for those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine

to Lake Ontario. In these areas, naturalized stormwater management ponds are permitted provided they are located a minimum of 30 metres away from the edge of the river/stream and in the Vegetation Protection Zones of any abutting Key Natural Heritage Features or Key Hydrologic Features.

7.13.4.3.3.2 Applications for development in the Protected Countryside shall be accompanied by a stormwater management plan which demonstrates that:

a) Planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

b) Where appropriate, an integrated treatment approach shall be used to minimize stormwater management flows and structures through such measures as lot level controls and conveyance techniques such as grass swales; and,

c) Applicable recommendations, standards or targets within watershed plans and water budgets are complied with.

7.13.4.3.3.3 The objectives of a stormwater management plan are to avoid, minimize and/or mitigate stormwater volume, contaminant loads and impacts to receiving watercourses in order to:

a) Maintain groundwater quality and flow and stream base flow;

b) Protect water quality;

c) Minimize the disruption of pre-existing (natural) drainage patterns wherever possible;

d) Prevent increases in stream channel erosion;

e) Prevent any increase in flood risk; and,

f) Protect aquatic species and their habitats.

7.13.4.4 Natural Resources

7.13.4.4.1 Renewable and non-renewable resource uses within the Protected Countryside designation are subject to all applicable policies of this Plan. The Mineral Resources policies of this Plan, particularly Section 5.11 and related sections, are deemed to conform to the Greenbelt Plan in accordance with Section 4.3.2.9 of the Greenbelt Plan. However, applicants for new or expanded mineral aggregate operations are encouraged to consider the provisions of Sections 4.3.2.5 to 4.3.2.7 of the Greenbelt Plan.

7.13.4.4.2 Renewable resources are those non-agriculture based natural resources that support uses and activities such as forestry, water taking, fisheries, conservation and wildlife management. Renewable natural resource activities within Key Natural Heritage Features or Key Hydrologic Features shall be carried out in a manner that maintains or, where possible, improves these features and their functions.

7.13.4.5 Existing Uses

Existing uses within the Protected Countryside designation are subject to all applicable policies of this Plan, and the following specific policies:

7.13.4.5.1 All existing uses lawfully used for such purpose on December 15, 2004 are permitted.

7.13.4.5.2 Single-dwellings on existing lots of record are permitted, provided they were zoned for such as of December 16, 2004 or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003, but which application did not proceed.

7.13.4.5.3 Outside of settlement areas, expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally existing uses which bring the use more into conformity with this Plan, are permitted subject to a demonstration of the following:

a) Notwithstanding Section 7.13.4.3.2.6, new municipal services are not required; and,

b) The use does not expand into Key Natural Heritage Features and Key Hydrologic Features, unless there is no other alternative, in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure.

7.13.4.5.4 Expansions to existing agricultural buildings and structures, residential dwellings, and accessory uses to both, are permitted within Key Natural Heritage Features and Key Hydrologic Features if it is demonstrated that:

a) There is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and,

b) The impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible.

7.13.4.5.5 In implementing the policies of Sections 7.13.4.5.2 and 7.13.4.5.3, the Town shall give consideration to appropriate implementation tools and mechanisms, including the existing tools and mechanisms of the Town and other agencies.

7.13.4.5.6 Expansion, maintenance and/or replacement of existing infrastructure is permitted, subject to the infrastructure policies of Section 7.13.4.3.

7.13.4.6 Lot Creation

Lot creation within the Protected Countryside designation is subject to all applicable policies of this Plan, and the following specific policies:

7.13.4.6.1 Lot creation is also permitted in the following circumstances:

a) Acquiring land for infrastructure purposes, subject to the infrastructure policies of Section 7.13.4.3;

b) Facilitating conveyances to public bodies or non-profit entities for natural heritage conservation, provided it does not create a separate lot for a residential dwelling in prime agricultural areas; and,

c) Minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling in Prime Agricultural Areas and there is no increased fragmentation of a Key Natural Heritage Feature or Key Hydrologic Feature.

7.13.4.6.2 OPA 237 More specifically, within the Prime Agricultural Area, lot creation is permitted for:

a) Agricultural uses where the severed and retained lots are intended for agricultural uses and provided the minimum lot size is 100 acres within Prime Agricultural Areas;

b) Existing and new agriculture-related uses, provided that any new lot will be limited to the minimum size needed to accommodate the use, including a sewage and water system appropriate for such a use;

c) The severance of a residence surplus to a farming operation as a result of a farm consolidation, which residence was an existing use as of December 16, 2004, the date the Greenbelt Plan came into force, provided that the planning authority ensures that a residential dwelling is not permitted in perpetuity on the retained lot of farmland created by this severance. Approaches to ensuring no new residential dwellings on the retained lot of farmland may be recommended by the Province, or municipal approaches that achieve the same objective should be considered; or**,**

d) The surplus dwelling policy in 7.13.4.6.2 (c) also applies to the General Agricultural Area and Rural Lands. The severance should be limited to the minimum size needed to accommodate the dwelling, including existing and reserve areas for individual sewage and water services**.**

7.14 MAYFIELD WEST PHASE 2 SECONDARY PLAN

OPA 222

7.14.1 Introduction

The Mayfield West Phase 2 Secondary Plan (MW2) governs the development and redevelopment of land in Mayfield West Phase 2, including Stage 1, Stage 2, and Stage 3 as shown on Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan.

The Secondary Plan Area has been planned as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. Collectively, these attributes support the development of a healthy, attractive, safe, and balanced community.

The Secondary Plan Area has been planned and designed using an integrated design process; this is a multi-disciplinary team approach in which experts from all disciplines (e.g. community design, natural heritage, transportation, water and wastewater servicing, and cultural heritage resources) engage in collaborative decision making to respond to, balance, and ultimately integrate multiple, and sometimes competing objectives.

7.14.2 Location

The Mayfield West Phase 2 Secondary Plan, includes both Stage 1, Stage 2 and Stage 3 lands and comprises an area of approximately 783 hectares. Of this total, approximately 293.34 hectares are comprised of the Greenbelt, existing and
introduced natural heritage features, future Highway 413 and transitway and a former railway corridor.
The result is a gross developable area of approximately 480 hectares.

The Mayfield West Phase 2 Secondary Plan is north of Mayfield Road, east of Chinguacousy Road, south of the Old School Road, and west of Hurontario Street, and is legally described as Part Lots 18 to 22, Concessions 1 and 2 WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.14.3 Goals and Objectives

The Secondary Plan is also to achieve the goals and objectives of the Town of Caledon Official Plan.

7.14.3.1 Goals

The Secondary Plan will develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design.

7.14.3.2 Objectives

In support of the Goal for MW2, as described in Section 7.14.3.1, growth and development in the Secondary Plan Area shall achieve the following objectives:

a) Achieve net ecological gain, when practical, possible, and advisable;

b) Adopt an integrated design process;

c) Foster a local identity rooted in the spirit of the Town of Caledon;

d) Establish the structure for a close knit small town that fosters self-sufficiency;

e) Achieve a range and mix of housing including affordable housing options;

f) Promote walking, cycling, and transit opportunities;

g) Maximize conservation and innovation (water, waste, and energy);

h) Ensure community connectivity and integration at all scales; and

i) Support adaptive changes.

7.14.4 **Growth Management Strategy**

7.14.4.1 General Policies

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

7.14.4.1.2 To ensure conformity with the Town's growth management objectives, the Secondary Plan has been planned to achieve the population and employment targets shown in Table 7.6, Table 7.7 and Table 7.8. Development in the Secondary Plan shall occur in a manner consistent with the population and employment targets shown in Table 7.6, Table 7.7, and Table 7.8 below.

TABLE 7.6 Mayfield West Phase 2 Secondary Plan Area Population and Employment Targets – Stage 1 Lands (OPA 222)

Population [(1)]	10,348
Population-related jobs	2,635
Employment Area jobs	1,164
Total	**14,147**
Land area (hectares) [(2)]	207.5
Density (combined population and jobs per hectare)	68.2

[(1)] Inclusive of the Census undercount.

(2) Net of the Natural Heritage System described in Section 7.14.16 and the Orangeville-Brampton Railway corridor.

TABLE 7.7 Mayfield West Phase 2 Secondary Plan Area Population and Employment Targets – Stage 2 Lands (OPA 255)

Population (1)	7,602
Population-related jobs	549
Employment Area jobs	0
Total	**8,150**
Land area (hectares) (2)	105.5
Density (combined population and jobs per hectare)	77.3

(1) Inclusive of the Census undercount.

(2) Net of the Natural Heritage System described in Section 7.14.16.

Table 7.8 Mayfield West Phase 2 Secondary Plan Area Population and Employment Targets – Stage 3 Lands (OPA 281)

Population (1)	11,664
Population-related jobs	817
Employment Area jobs	0
Total	**12,481**
Land area (hectares) (2)	176.4
Density (combined population and jobs per hectare)	70.75

(1) Inclusive of the Census undercount.

(2) Net of Greenbelt Plan Area, estimate of the Natural Heritage System described and to be further refined as per Section 7.14.16 and the Future Trail System (Orangeville-Brampton Railway corridor).

7.14.4.1.3 The total number of residential homes permitted in the Secondary Plan Area shall achieve the planned population of 10,348 residents in the Stage 1 Lands, 7,602 in the Stage 2 Lands and 11,664 in the Stage 3 Lands.

7.14.4.1.4 The Town will ensure compliance with the population and employment targets identified in Section 7.14.4.1.2 and 7.14.4.1.3 through the approval of the community-wide Development Staging and Sequencing Plan, as described in Section 7.14.4.3, and site specific Development Staging and Sequencing Plans, as described in Section 7.14.4.4.

7.14.4.1.5 Unless otherwise provided for in Section 7.14, development in the Secondary Plan shall conform to the planning and design vision , goals and recommendations of the plans/studies that have been prepared for the Stage 1 and Stage 2 lands, respectively. These plans/studies include: Comprehensive Environmental Impact Study & Management Plan (EIS &

MP); Water & Wastewater Servicing Study; Transportation Study; Cultural Heritage Survey and Community Design Plan. Together, these plans/studies provide important direction with respect to the preparation and review of development applications in the Secondary Plan.

7.14.4.1.6 Prior to registration of the first plan of subdivision, draft plan of condominimum or approval of the first site plan application in the Secondary Plan Area, the Community Design Plan and the Transportation Study referred to in Section 7.14.4.1.5, and the community-wide Development Staging and Sequencing Plan referred to in Section 7.14.4.1.4 shall be approved by the Town.

7.14.4.1.7 Development in the Secondary Plan Area shall be consistent, to the extent feasible, with the recommendations for mitigation measures contained in the Agricultural Impact Assessment.

7.14.4.1.8 Further to Policy 7.14.4.1.5, prior to draft plan approval of the first plan of subdivision, draft plan of condominium or approval of the first site plan application within the Stage 3 Lands:

a) The following separate studies shall be completed for the Stage 3 Lands to address the objectives in Sections 7.14.4.2, 7.14.4.5 and 7.14.4.6 and provide direction and guidance for the implementation of the policies of this Secondary Plan:

a. Stage 3 Comprehensive Environmental Impact Study and Management Plan (CEISMP);

b. Stage 3 Functional Servicing Study; and,

c. Scoped Development Staging and Sequencing Plan.

b) The studies required by subsection (a) above shall be completed in consultation with the Region of Peel and Toronto and Region Conservation Authority and approved by the Town.

7.14.4.1.9 Further to Policy 7.14.4.1.5, prior to registration of the first plan of subdivision within the Stage 3 Lands, an addendum to the Mayfield West Phase 2 Community Design Guidelines shall be completed for the Stage 3 Lands, and approved by the Town, to provide direction and guidance for the implementation of the policies of this Secondary Plan.

7.14.4.2 Finance and Agreements

7.14.4.2.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan Area, the Secondary Plan Area landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the MW2 Fiscal and Economic Impact Assessment**.**

7.14.4.2.2 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment, and/or other cost-sharing agreements with

landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Secondary Plan Area in an orderly, timely, and cost effective manner.

7.14.4.3 Community-Wide Development Staging and Sequencing Plan

7.14.4.3.1 The community-wide DSSP shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Secondary Plan Area as described in the plans/studies identified in Section 7.14.4.1.5.

7.14.4.3.2 The community-wide DSSP shall describe in detail 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) Detailed arrangements for the provision of a vehicular connection and access from Tim Manley Avenue to Hurontario Street and/or the Highway 410 interchange;

c) Public transit service, e.g. potential transit routing and the location of the transit hub and transit stops, and in particular, how the proposed development in the Secondary Plan Area addresses Section 7.14.15.4.3b;

d) Schools;

e) Community facilities (e.g. public parks, pathways and trail network, and recreation facilities);

f) Affordable housing sites; and

g) Natural Heritage System.

7.14.4.3.3 The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule B-2 of this Plan, are required for the development of the MW Phase 2 Stage 1 and 2 Lands:

a) Tim Manley Avenue from Hurontario Street / Highway 410 west to Chinguacousy Road;

b) McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Area associated with the Etobicoke Creek; and

c) Chinguacousy Road from Mayfield Road north to the northerly extent of the Stage 2 Lands.

7.14.4.3.4 The community-wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the three arterial roads, as specified in Section 7.14.4.3.3, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the *Environmental Assessment Act*,

7.14.4.3.5 The community-wide DSSP shall provide the anticipated schedule of the residential and non-residential development in the Secondary Plan Area relative to the provision of (a) through (g) in Section 7.14.4.3.2.

7.14.4.3.6 The community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and the associated population yield for each of the residential designations in the Secondary Plan Area described in Section 7.14.5.

7.14.4.3.7 The community-wide DSSP shall be prepared, in consultation with the province, Region of Peel, Conservation Authorities, School Boards, and inter-regional, intra-regional, and local transit service providers.

7.14.4.3.8 The community-wide DSSP with respect to the water and wastewater services infrastructure, described in Section 7.14.4.3.2a), shall be developed in consultation with the Region of Peel.

7.14.4.3.9 Development within the Secondary Plan Area shall not proceed until the Mayfield West Phase 2, Stage 2 Transportation Phasing Assessment has been completed to the satisfaction of the Town which adequately addresses the road network improvements to support the build-out of the Endorsed Framework Plan. Development in proximity to the proposed improvements shall be integrated such that they do not preclude or negatively affect the proposed transportation network, to the Town's satisfaction.

7.14.4.4 Site-specific Development Staging and Sequencing Plan

7.14.4.4.1 At the sole discretion of the Town, A site-specific DSSP shall be prepared by individual landowners in the Secondary Plan Area and submitted in support of individual site-specific development applications.

7.14.4.4.2 The site-specific DSSP shall demonstrate how the site-specific area is intended to be developed in accordance with the approved community-wide DSSP described in Section 7.14.4.3.

7.14.4.4.3 The site-specific DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and associated population yield for the site-specific area. Minor adjustments to the number of residential homes in the site-specific area, such as rounding to achieve whole units, will be permitted without the need for an amendment to the approved community-wide DSSP.

7.14.4.4.4 Prior to registration of a draft plan of subdivision or a draft plan of condominium or approval of a site plan application, any required site-specific DSSP shall be submitted to the satisfaction of the Town and approved by the Town. Prior to approval of a site-specific DSSP for a specific development application, the community-wide DSSP and Scoped DSSP for the Stage 3 Lands must be approved by the Town.

7.14.4.4.5 The Stage 3 Lands, as shown on Schedule B-2, are not addressed within the Community-Wide Development Staging and Sequencing Plan. Given the size of the Stage 3 Lands relative to the remainder of the Mayfield West community, a scoped Development Staging and Sequencing Plan shall be required prior to draft approval of the first plan of subdivision or condominium or approval of the first site plan in the Stage 3 Lands.

The scoped Development Staging and Sequencing Plan shall be prepared in conformity with Policies 7.14.4.3.2 to 7.14.4.3.8 and 17.14.4.4.3.

7.14.4.4.6 The Scoped Development Staging and Sequencing Plan for the Stage 3 Lands shall recognize that the following arterial roads and their associated transportation-related infrastructure are required for the development of the Stage 3 Lands:

a) A mid-block collector road between Hurontario Street (Highway 10) and Chinguacousy Road through the Stage 3 lands. The portion of this collector road in the vicinity of Chingaucousy Road and the proposed Highway 413 will be subject to further study and approval by the Ontario Ministry of Transportation (MTO);

b) McLaughlin Road from the Etobicoke Creek to Old School Road;

c) Chinguacousy Road from the Etobicoke Creek to Old School Road; and

d) Old School Road from Hurontario Street (Highway 10) to Chinguacousy Road.

7.14.4.4.7 The Scoped DSSP for the Stage 3 Lands shall specifically address the timely construction, reconstruction, or improvement of the roads, as specified in Section 7.14.4.5.6, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the Environmental Assessment Act.

7.14.4.5 Community-wide Functional Servicing Report

7.14.4.5.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan Area, the Secondary Plan Area landowners shall submit to the Town a community-wide Functional Servicing Report (FSR).

7.14.4.5.2 The servicing goals and objectives, associated targets, and management strategy identified in the MW2 Water and Wastewater Servicing Study

(January 2014) and the MW2 Comprehensive EIS & MP (December 2014) will be implemented through the community-wide FSR.

7.14.4.5.3 The community-wide FSR shall provide greater design detail than the MW2 Water and Wastewater Servicing Study and the MW2 EIS & MP in terms of:

a) Network and routing design for water and wastewater servicing for the Secondary Plan Area and lands external to the Secondary Plan Area as described in the MW2 Water and Wastewater Servicing Study;

b) Natural channel design;

c) Site grading;

d) Stormwater management – including opportunities for low impact development practices. This section shall also address such matters as water quantity, water quality, erosion, and water balance for both surface and groundwater components. Additionally, sustainable best management practices for erosion and siltation control shall be required for all phases of development, as appropriate; and

e) Comprehensive adaptive management plan.

7.14.4.5.4 The community-wide FSR shall be prepared in consultation with the Region of Peel and Conservation Authorities and approved by the Town.

7.14.4.5.5 The Stage 3 Lands, as identified on Schedule B-2, are not addressed within the Community-Wide Functional Servicing Report completed for the Stage 1 and 2 Lands. In accordance with Section 7.14.4.1.8, a Stage 3 Functional Servicing Study shall be required prior to draft approval of the first plan of subdivision or condominium or approval of the first site plan in the Stage 3 Lands.

The Stage 3 Functional Servicing Study shall be prepared in conformity with Policies 7.14.4.5.1 to 7.14.4.5.4 to the satisfaction of the Region of Peel, Toronto and Region Conservation Authority and the Town.

7.14.4.5.6 A site-specific FSR shall be prepared by individual landowners in the Secondary Plan and submitted in support of individual site-specific development applications as part of 'complete' application requirements. Prior to approval of the development application, the site-specific FSR shall be to the satisfaction of the Town, Region of Peel, and Conservation Authorities.

7.14.4.6 Community-wide Environmental Implementation Report

7.14.4.6.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Stage 1 Lands of the Secondary Plan, the

Secondary Plan landowners shall submit to the Town a community-wide Environmental Implementation Report (EIR).

7.14.4.6.2 The natural heritage goals and objectives, associated targets, and management strategy identified in the MW2 EIS & MP will be implemented through a community-wide EIR.

7.14.4.6.3 The community-wide EIR will provide greater design detail than the MW2 EIS & MP in terms of:

a) Existing conditions;

b) Biophysical inventory and analysis;

c) Proposed development;

d) Impact assessment;

e) Management plan; and

f) Policy compliance.

7.14.4.6.4 The community-wide EIR shall be prepared in consultation with the Town, the Region of Peel and Conservation Authorities, and approved by the Town.

7.14.4.6.5 The Stage 3 Lands, as identified on Schedule B-2, are not addressed within the Community-Wide Comprehensive Environmental Impact Study and Management Plan (CEISMP) completed for the Stage 1 and 2 Lands. In accordance with Policy 7.14.4.1.8, a Stage 3 Comprehensive Environmental Impact Study and Management Plan shall be required prior to approval of a draft plan of subdivision, draft plan of condominium or site plan application within the Stage 3 Lands, to the satisfaction of the Region of Peel, Toronto and Region Conservation Authority and the Town.

7.14.4.6.6 The requirements for the Stage 3 Lands CEISMP within Policy 7.14.4.6.5, shall:

a) complete floodplain mapping and modeling using Toronto and Region Conservation Authority's (TRCA) criteria/targets based on the proposed conditions flows to verify the extent of the Regulatory Floodplain across the Secondary Plan Area, to the satisfaction of the TRCA; and

b) include a Geotechnical assessment to verify the extent of the long-term stable top of slope / erosion hazard associated with all valley corridors to the satisfaction of TRCA.

7.14.4.7 Site-specific Erosion Assessment For Stage 3 Lands

In support of individual site-specific development applications, a comprehensive erosion assessment will be required in accordance with TRCA's erosion assessment protocol to establish erosion control criteria, must be completed to the satisfaction of TRCA.

7.14.4.8 Site-specific Environmental Implementation Reports

7.14.4.8.1 In support of individual site-specific development applications, site-specific EIRs will be required as necessary at the sole direction of the Town.

7.14.4.8.2 The site-specific EIR shall address site specific issues in detail that were not addressed in the community-wide EIR and the Stage 3 CEISMP, in accordance with a Terms of Reference approved by the Town

7.14.4.9 Secondary Plan Area Landowners' Cost Sharing Group Agreement(s)

7.14.4.9.1 A Secondary Plan Area landowners' Cost Sharing Group shall be established to ensure orderly and timely development in the Secondary Plan Area, and the costs associated with such development are fairly and equitably distributed among all landowners in the Secondary Plan Area.

7.14.4.9.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan in the Secondary Plan Area.

7.14.4.9.3 The Secondary Plan Area landowners are required to enter into a cost sharing agreement or agreements among themselves.

7.14.4.9.4 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the *Planning* Act, the Secondary Plan Area landowners' Cost Sharing Group trustee shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Secondary Plan Area landowners' Cost Sharing Group.

7.14.5 **Residential**

7.14.5.1 General Policies

7.14.5.1.1 This section establishes specific policies with respect to residential development in the Secondary Plan Area. The following five (5) residential designations are shown on Schedule B-2 to this Plan:

a) Low Density Residential;

b) Medium Density Residential;

c) Live / Work Residential;

d) High Density Residential; and,

e) Mixed-Use Residential.

7.14.5.1.2 Residential development in the Secondary Plan Area shall be undertaken in accordance with Section 5.10 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and policies to be developed under Section 7.14.4.3.6 shall prevail.

7.14.5.1.3 With respect to residential development in the Secondary Plan Area, the calculation of net density shall be based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area, and stormwater management blocks.

7.14.5.1.4 Direct vehicular access from residential homes onto arterial and collector roads shall be minimized in the Secondary Plan Area to the greatest extent possible. Where direct access from residential homes is proposed onto arterial and collector roads, the following provisions shall apply:

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

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

7.14.5.1.5 The community will contribute to achieving the Peel Housing and Homelessness Plan and Regional Official Plan housing targets, including ownership and rental tenure, secondary and accessory units and housing to meet various income levels.

7.14.5.2 Low Density Residential

7.14.5.2.1 Lands designated Low Density Residential in the Secondary Plan Area shall be developed predominantly for single detached and semi-detached housing. Street townhouses and rear-lane townhouses shall be permitted in the Low Density designation provided that matters of vehicular access, parking, and land use compatibility are properly addressed. Additional Residential Units shall be permitted where associated with a single-detached, semi-detached or townhouse dwelling unit.

Notwithstanding the above, on lands designated Low Density within the Stage 3 Lands identified on Schedule B-2, back-to back townhouses may also be permitted.

7.14.5.2.2 Townhouses in the Low Density designation shall be a maximum height of three storeys.

7.14.5.3 Medium Density Residential

7.14.5.3.1 Lands designated Medium Density Residential in the Secondary Plan Area shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses.

7.14.5.3.2 Townhouses in the Medium Density designation shall be a maximum height of four storeys.

7.14.5.3.3 Where back-to-back townhouses are proposed in the Secondary Plan Area, the applicant shall demonstrate that adequate amenity space in the form of private or public open space is provided, in order that the occupants have access to proximate open space.

7.14.5.3.4 Low-rise apartment buildings up to six storeys may also be permitted on the north-east corner and south-east corner of Chinguacousy Road and Tim Manley Avenue. These buildings are to have a strong street presence, be designed as architectural landmarks and complement and integrate with the surrounding land uses.

7.14.5.3.5 Where land has been conveyed to the Region of Peel or affordable housing purposes, low-rise apartment buildings up to six storeys may also be permitted adjacent to Chinguacousy Road, Tim Manley Avenue or McLaughlin Road, subject to a Zoning By-law Amendment and Site Plan Control. These buildings are to have a strong street presence, be designed as architectural landmarks and complement and integrate with the surrounding land uses.

7.14.5.4 Live / Work Residential

7.14.5.4.1 Lands designated Live / Work Residential in the Secondary Plan Area shall be developed for live / work townhouses.

7.14.5.4.2 Townhouses in the Live / Work designation shall be a maximum height of four storeys.

7.14.5.5 High Density Residential

7.14.5.5.1 Lands designated High Density Residential in the Secondary Plan Area shall be developed for mid-rise apartment buildings.

7.14.5.5.2 Mid-rise apartment buildings in the High Density Residential designation shall be 6 to 8 storeys.

7.14.5.5.3 Development of the lands designated High Density Residential at the north east corner of McLaughlin Road and Tim Manley Avenue shall include ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses may include small-scale commercial (e.g. pharmacy and coffee shop) and professional offices (e.g. dentist and doctor). These ground level non-residential uses shall be designed to be part of the High Density Residential building. For greater clarity, the ground level non-residential uses shall not be designed as a stand-alone building separate from the High Density Residential building.

7.14.5.5.4 Development of the lands designated High Density Residential on the east side of Chinguacousy Road, south of Tim Manley Avenue may include:

a) Townhouses, rear-lane townhouses, stacked townhouses and back-to-back townhouses with a minimum height of four storeys.

b) Ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses may include small-scale commercial (e.g. pharmacy and coffee shop) and professional offices (e.g. dentist and doctor) and are to be designed to be part of the High Density Residential building. For greater clarity, the ground level nonresidential uses shall not be designed as a stand-alone buildings separate from the High Density Residential building.

7.14.5.6 Mixed Use Residential

7.14.5.6.1 Uses permitted within the Mixed Use Residential designation include a wide range of retail and service activities, including accommodation, apparel, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant and other similar uses. Mid-rise apartment buildings may also be permitted. Non-residential uses may be permitted as a stand-alone use in a commercial building or on the ground level of a residential building.

Notwithstanding the above, on lands designated Mixed Use Residential within the Stage 3 Lands identified on Schedule B-2, townhouses, rear-lane townhouses, stacked townhouses and back-to-back townhouses may also be permitted.

7.14.5.6.2 Mixed-use or mid-rise apartment buildings in the Mixed Use Residential designation shall be a maximum of 8 storeys.

7.14.5.6.3 Prior to the consideration of an application to rezone the lands in the Mixed Use Residential designation, a Comprehensive Development Plan shall be prepared to the satisfaction of the Town, which would include the following:

a) A detailed overall land use plan, identifying the location of all of the proposed uses;

b) A detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements;

c) A plan showing the location of any future public lands that may be dedicated to the Town as part of the approval process;

d) The means by which the non-residential uses are to be accessed;

e) The proposed built-form of the development including type, height and architectural treatments;

f) The location of appropriate access points onto the abutting road network; and,

g) The location of pedestrian, bicycle, vehicular and service circulation and access and parking area in the context of the overall parking management strategy.

In addition to the above, given the prominent location of the Mixed Use Residential designation at the intersection of Mayfield Road and Chinguacousy Road, the establishment of gateway features at the intersection will be a requirement any future approvals.

7.14.6 **Transit Hub and Region of Peel Lands**

7.14.6.1 General Policies

7.14.6.1.1 A Transit Hub shall be developed adjacent to the regional scale commercial centre located adjacent to and west of Hurontario Street.

7.14.6.1.2 A Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Secondary Plan Area and implement Section 5.9.5 of the Region of Peel Official Plan to extend rapid transit service into Caledon.

7.14.6.1.3 The ultimate location and design of the transit hub must provide for safe, convenient, and efficient transfers from local transit routes and for connections between inter-regional, intra-regional and local transit service in consultation with the Town and the respective transit service providers.

7.14.6.1.4 The lands designated "Institutional" and located immediately adjacent to and west of Hurontario Street are intended to be owned by the Region of Peel to be developed for a Peel Regional Police facility and/or other municipal purposes. The Institutional lands are planned to be comprised of a single parcel of approximately 4 hectares (10 acres) to remain intact, and be exclusive of any land requirements for Tim Manley Avenue (including any associated land requirements for the intersection of Tim Manley Avenue and Hurontario Street). To achieve the desired ownership configuration, the Region may elect to exchange land it presently owns that is designated in the Secondary Plan Area as General Commercial for the Institutional lands presently owned by an adjacent Secondary Plan Area landowner.

7.14.6.1.5 Minor adjustments to the location and configuration of the Institutional lands immediately adjacent to and west of Hurontario Street shall be permitted without requiring an amendment to this Plan, provided that the area of the Institutional lands shall be preserved at approximately 4 hectares (10 acres).

7.14.7 Noise and Vibration

7.14.7.1 General Policies

7.14.7.1.1 New development in the Secondary Plan Area shall meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment and Climate Change, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon respectively.

7.14.7.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

7.14.7.1.3 Environmental noise and vibration impact assessments shall 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 shall follow the current prediction methods prescribed by the Ministry of the Environment and Climate Change.

7.14.7.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future condition during daytime, evening, and night time hours. Where unacceptable sound levels are predicted, the report shall review the

merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers etc.

7.14.7.1.5 The applicant will implement all of the measures that are recommended in the approved environmental noise and vibration impact assessments.

7.14.7.1.6 The applicant shall reimburse the Town for the cost of a peer review of any environmental noise and vibration impact assessment, as determined by the Town.

7.14.7.1.7 Notwithstanding Section 7.14.7.1.5, the use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Secondary Plan Area. A range of alternatives such as single loaded roadways and access laneways will be used to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.

7.14.7.1.8 Reverse lotting shall be permitted where the application has demonstrated that there is no other alternative. Such demonstration shall consist of an alternative layout analysis prepared by a qualified urban design architect. Landscaping, site and building design shall be used to mitigate the impact on the streetscape.

7.14.7.1.9 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding residential development.

7.14.7.2 Road Noise Policies

7.14.7.2.1 Development applications in the Secondary 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 in accordance with Section 7.14.7.1.

7.14.7.3 Aircraft Noise Policies

7.14.7.3.1 Residential development located in the Noise Exposure Forecast 25 contour line from the Brampton-Caledon Flying Club Airport, identified on Figure 21, will be required to include provision for adding air conditioning and noise warning clauses in the Purchase and Sale Agreements.

7.14.7.4 Stationary Noise Policies

7.14.7.4.1 From a noise perspective, the employment area and commercial areas in the Secondary Plan Area are not expected to pose any significant constraints to the development of these areas if appropriate attenuation measures are installed around the roof top mechanical units, garbage compactors, and loading/unloading operations.

7.14.7.4.2 To the greatest extent practical, the design of the employment area and commercial areas in the Secondary Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels with adjacent residential or other sensitive land use areas as provided for in current

policies and guidelines of the Ministry of the Environment and Climate Change.

7.14.7.4.3 The planning and development of drive-through service facilities, either a stand-alone facility or a facility in combination with any other use, in the Secondary Plan Area shall be undertaken in accordance with Section 5.4.3.17 of this Plan.

7.14.8 **Schools**

7.14.8.1 The following new school sites are identified on Schedule B-2 to this Plan on the Stage 1 Lands:

- One (1) Public Elementary School;
- One (1) Public Secondary School; and
- One (1) Separate Elementary School.

The following new school sites are identified on Schedule B-2 to this Plan for the Stage 2 Lands:

- One (1) Existing Private School (Brampton Christian School); and
- One (1) Proposed Public Elementary School.

The following school sites are identified on Schedule B-2 to this Plan for the Stage 3 Lands:

- Two (2) Public Elementary Schools; and,
- One (1) Catholic Elementary School.

7.14.8.2 The location of the new school sites in the Secondary Plan Area have been selected to reflect the role of school sites in supporting and complementing the goal of the Secondary Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. community parks and a future proposed recreation facility). Minor adjustment to the location and configuration of the new school sites shall be permitted without requiring an amendment to this Plan, provided:

a) The goal of the Secondary Plan Area, as described in Section 7.14.3.1, is maintained; and

b) The opportunity to explore joint use initiatives with adjacent land uses is maintained.

7.14.8.3 Each elementary school site is approximately 2.8 hectares in size. The secondary school site is approximately 6.8 hectares in size. Relevant draft plans of subdivision shall include the new school sites with a lot size, configuration, and frontage onto a street that are satisfactory to the relevant School Board.

7.14.8.4 The new school sites in the Secondary Plan Area should have frontage on to a road with a minimum 22 metre right-of-way or a minimum 10 metre paved roadway.

Notwithstanding the above, any new school site within the Stage 3 Lands should have frontage on two streets, each with a minimum 22 metre right-of-way or a minimum 10 metre paved roadway.

7.14.8.5 New school sites in the Secondary Plan Area shall be provided in accordance with the approved community-wide and scoped DSSP described in Sections 7.14.4.3 and 7.14.4.4.

7.14.8.6 New school sites in the Secondary Plan Area are encouraged to develop in conjunction with adjacent community parks and/or future proposed recreation facilities in a campus setting to facilitate joint use and achieve economies of land use.

7.14.8.7 New school sites in the Secondary Plan Area shall be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of subdivision stage to facilitate development should the school site not be required by the relevant School Board.

7.14.8.8 New school sites or part thereof not required by the relevant School Board may be developed for low and/or medium density residential uses, in accordance with Section 7.14.5, provided that such residential development has demonstrated compliance with the approved community-wide DSSP described in Section 7.14.4.3 and the general policies in Section 7.14.4.1.

7.14.9 Municipal Parks

7.14.9.1 The Open Space Policy Area designation and symbols in the Secondary Plan Area as shown on Schedule B-2 is comprised of municipal parks organized into the following three (3) categories:

a) Community Parks;

b) Neighbourhood Parks; and

c) Urban Village Squares.

7.14.9.2 Development of municipal park sites will be in accordance with the Official Plan and the following policies s. Where there is a conflict between the policies in the Official Plan and this Secondary Plan, the policies in the Secondary Plan shall prevail.

7.14.9.3 The location of the community parks in the Secondary Plan Area reflect the role of community parks in supporting and complementing the Goal of the Secondary Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).

7.14.9.4 Within the Stage 3 Lands identified on Schedule B-2, privately owned, publicly accessible spaces (POPS) will be encouraged in the Mixed Use, High Density and Medium Density Residential Area designations. These POPS 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 to complement local service retail uses.

POPS may be considered as satisfying parkland dedication requirements on a case-by-case basis.

7.14.9.5 Urban Village Squares, generally 0.2 hectares in size, are planned for the north east and south east corners of the intersection of McLaughlin Road and Tim Manley Avenue. These squares shall be developed to provide a central public green space and serve as key social gathering spaces for residents, shoppers, and visitors throughout the day and evening.

7.14.9.6 Minor adjustments to the location and configuration of the municipal park sites and symbols may be considered to reflect the differences in scale and level of detail available through the preparation of the development staging and sequencing plan. Minor adjustments to the location and configuration of the municipal park sites and symbols shall be permitted without requiring an amendment to this Plan, provided:

a) The Goal of the Secondary Plan Area, as described in Section 7.14.3.1, is maintained; and

b) The opportunity to explore joint use initiatives with elementary and secondary schools is maintained; and

c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Are and does not reduce the amount of parkland to an amount less than what was agreed to in existing financial agreements with the Town.

7.14.9.7 Municipal park sites in the Secondary Plan Area will be designed to connect to and enhance the Natural Heritage System in the Secondary Plan Area as a compatible adjacent land use.

7.14.9.8 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites shall protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high quality hedgerows and tree stands) that are not part of the Natural Heritage System. The landowner shall confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist.

7.14.9.9 The illumination of municipal parks, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible.

7.14.9.10 A Financial Parkland Agreement will be required between the Town and the Stage 3 Landowner Group to calculate parkland contribution requirements on a collective basis based on the Secondary Plan as a whole and not on individual owners' lands. A developer build park delivery agreement will be

required for the design and construction of neighbourhood parks and urban village squares.

7.14.9.11 Community Park (Stage 3 Lands)

7.14.9.11.1 The Community Park within the Stage 3 Lands identified on Schedule B-3 is intended to provide open space at the community scale and active outdoor and recreational opportunities for 15,000 to 20,000 residents. This Community Park will:

a) have a minimum area of 6 hectares;

b) be located to have direct access to an arterial or collector road;

c) be located with a minimum of 50% of its boundary line abutting a public street;

d) be located in areas planned to be serviced by public transit; and

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

7.14.9.12 Neighbourhood Parks (Stage 3 Lands)

7.14.9.12.1 Neighbourhood Parks within the Stage 3 Lands identified on Schedule B-3 will be located with a service area radius of 800 metres, or approximately 5,000 residents. These Neighbourhood Parks will:

a) have a minimum area of 1 hectare;

b) have conveniently located entry and/or access points that incorporate a civic design theme;

c) have significant frontage on adjacent streets to promote views and access, and minimize development backlotting onto the park; and

d) provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a playground, shade structure, courts, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

7.14.9.13 Urban Village Squares/Parkettes (Stage 3 Lands)

7.14.9.13.1 Urban Village Squares within the Stage 3 Lands shall be located within areas that do not have access to other recreation, parks or public open space. These Urban Village Squares will:

a) serve a walking distance of 5 minutes (i.e 400 metre radius);

b) have a minimum area of 0.5 hectares;

c) have frontage on at least one public street; and

d) be publicly accessible with sitting areas and shade trees that allow for passive use, special events and social interaction.

7.14.10 **Recreation Facility**

7.14.10.1 The lands designated Open Space Policy Area at the south east corner of McLaughlin Road and Tim Manley Avenue are approximately 5.30 hectares in size and are planned for a Town of Caledon recreation facility.

7.14.10.2 Relevant draft plans of subdivision or site plan application shall include the recreation facility lands with a proper lot size, configuration, and frontage onto adjacent roads.

7.14.10.3 The Town of Caledon recreation facility in the Secondary Plan Area shall be planned, designed, and constructed in accordance with the Town's Corporate Green Building Standard, as may be amended by Council from time to time. The recreation facility in the Secondary Plan Area will commit to achieving a certification level of silver based on the most current version of Leadership in Energy and Environment Design for New Construction program.

7.14.11 **Affordable Housing**

7.14.11.1 Landowners in the Secondary Plan Area shall provide land for affordable housing in the Secondary Plan Area as follows:

a) Approximately 1.5 hectares of land in the Stager 1 Lands and 1 hectare of land in the Stage 2 Lands shall gratuitously be provided, free and clear, to the satisfaction of the Region of Peel, resulting in a total of 2.5 hectares of land in both Stages 1 and 2; and,

b) Approximately 0.4 hectares shall be provided to Habitat for Humanity.

7.14.11.2 The location, configuration, and frontage onto adjacent roads of these lands shall be decided through the community-wide DSSP as described in Section 7.14.4.3 and that appropriate conditions of draft plan approval be applied.

7.14.11.3 These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Habitat for Humanity, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.

7.14.11.4 Within the Stage 3 Lands identified on Schedule B-2:

a) A minimum equivalent of 22% of single detached units in each draft plan of subdivision application shall provide the ability to accommodate an additional affordable/rental residential unit (e.g. lot sizing to accommodate garden suites or basement apartments) in compliance with the Town's standards and requirements for additional residential units. One (1) parking space shall be provided per unit where an Additional Residential Unit is proposed.

b) A minimum equivalent of 22% of single detached units in each draft plan of subdivision application shall provide the ability to accommodate an additional affordable/rental residential unit (e.g. lot sizing to accommodate

garden suites or basement apartments) in compliance with the Town's standards and requirements for additional residential units. One (1) parking space shall be provided per unit where an Additional Residential Unit is proposed.

7.14.12 **Cultural Heritage Conservation**

7.14.12.1 General Policies

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

a) Archaeology;

b) Built heritage resources; and

c) Cultural heritage landscapes.

7.14.12.1.2 Conservation of cultural heritage resources in the Secondary Plan Area shall be undertaken in accordance with Section 3.3 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 3.3 and Section 7.14.12, the policies in Section 7.14.12 shall prevail.

7.14.12.2 Archaeology

7.14.12.2.1 An Archaeological Assessment determined that the Stage 1 and Stage 2 Lands exhibit potential for archaeological resources. Further archaeological assessment is required for all Stage 1 and Stage 2 Lands proposed for development prior to any site works to the satisfaction of the Town and the Ministry of Citizenship and Multiculturism.

7.14.12.2.2 Complete archaeological assessments are required for all Stage 3 Lands proposed for development prior to any grading or servicing, or any other ground disturbance. These archaeological assessments will be prepared to the satisfaction of the Town and Ministry of Citizenship and Multiculturalism.

7.14.12.3 Built Heritage Resources and Cultural Heritage Landscapes

7.14.12.3.1 Preparation of a Cultural Heritage Impact Statement is required for all properties listed on the Town's Heritage Register as non-designated properties under the *Ontario Heritage Act*, in association with any proposed development or major site or building alteration, on or adjacent to them, in accordance with Section 3.3.3.1.5 of this Plan.

7.14.12.3.2 Preservation of the significant heritage tree row at 12324 McLaughlin Road shall be considered in accordance with Section 3.3.3.1.15 of this Plan.

7.14.12.3.3 A Heritage Impact Assessment (HIA) is required as part of any development application within the Stage 3 Lands that is on or adjacent to a property containing significant cultural heritage resources and/or cultural heritage resources designated under the Ontario Heritage Act (excluding the former Credit Valley Railway corridor). The HIA will be prepared to the satisfaction

of the Town in accordance with Section 3.3.3.1.5 of this Plan. Any mitigative measures specified in the HIA and/or by Town Heritage staff shall be undertaken to the satisfaction of the Town.

7.14.12.4 Integration of Cultural Heritage Resources

7.14.12.4.1 In evaluating development applications, the Town shall encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, as part of the new development in accordance with Section 3.3.3.3.3 of this Plan.

7.14.12.4.2 The Town may also take additional steps to recognize the cultural heritage of the Stage 1 and Stage 2 Lands by requiring or providing:

a) The use of interpretative plaques and displays;

b) Integration of built heritage and cultural heritage landscape features into public parkland or other public facilities where feasible and appropriate;

c) Commemoration of historic persons, families, sites and events in the naming of public buildings, streets, parks and other public places; and,

d) Incentives to encourage the retention of cultural heritage resources.

7.14.12.5 Integration of Cultural Heritage Resources (Stage 3 Lands)

7.14.12.5.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.

7.14.12.5.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town may require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:

a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art and architecture, following meaningful engagement with Indigenous communities;

b) The installation of interpretive plaques, public art and other forms of commemoration;

c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,

d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

e) Incentives to encourage the retention of cultural heritage resources.

7.14.12.5.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the Ontario Heritage Act for their cultural heritage value and interest.

7.14.12.5.4 Where required by the Town, a Heritage Conservation Plan setting out the conservation, adaptive reuse, and long-term maintenance requirements for all identified cultural heritage resources will be provided by the development proponent(s) for development applications directly impacting cultural heritage resources.

7.14.12.5.5 Best efforts will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

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

7.14.12.5.7 The former Credit Valley Railway corridor shall be maintained as a recreational trail and should be celebrated through public art and other forms of commemoration.

7.14.12.5.8 Potential cultural heritage resources are identified symbolically on Schedule B-2 and may be removed or added without an amendment to this Plan subject to the preparation and recommendations of an HIA in accordance with Official Plan policies and upon approval in writing by the Town.

7.14.13 Hurontario Employment Area

7.14.13.1 An employment node of approximately 16 hectares is located adjacent to and west of Hurontario Street / Highway 410. In recognition of the location of the Hurontario Employment Area as an entrance to the Town of Caledon and as a gateway to Mayfield West, this location shall be planned for a high quality business/office park in accordance with the policies of Section 5.5.4.5 and the applicable design guidelines as described in Section 5.5.7 to accommodate the Employment Area jobs shown in Table 7.6 in Section 7.14.4.1.2. Where there is a conflict between the policies of Section 7.14.13 and applicable policies under Section 5.5, the policies of Section 7.14.13 shall prevail.

7.14.13.2 The Hurontario Employment Area shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan Area. Development in the Hurontario Employment Area shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.

7.14.13.3 Concurrent with submission of the first plan of subdivision or site plan application in the Hurontario Employment Area, the landowner shall submit

to the Town an urban design plan for the entire Hurontario Employment Area.

7.14.13.4 The urban design plan described in Section 7.14.13.3 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives for the Employment Area as described in the plans/studies identified in Section 7.14.4.1.5.

7.14.13.5 The urban design plan shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage, and pedestrian/cyclist movement.

7.14.13.6 Buildings in the Hurontario Employment Area shall provide their primary building entrance on an internal collector road(s), where possible. Where buildings are visible from a major road, side building elevations visible from a second road shall be upgraded and appear to front on to the second road.

7.14.13.7 The planning and design of the Hurontario Employment Area shall incorporate, to the extent possible and as applicable, eco-business principles and concepts contained in the Town's *Guide to Eco-Business Zones Planning and Development.*

7.14.14 **Commercial**

7.14.14.1 The amount of commercial development proposed in the Secondary Plan Area shall be consistent with the population-related jobs shown in Table 7.6 in Section 7.14.4.1.2.

7.14.14.2 The majority of commercial lands are planned to be located adjacent to and west of Hurontario Street. Smaller commercial nodes are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and Tim Manley Avenue and at the north east corner of McLaughlin Road and Mayfield Road.

7.14.14.3 Commercial development adjacent to and west of Hurontario Street is planned to accommodate approximately 1,142 population-related jobs through the development of retail, office and associated accessory uses. The site shall be approximately 8 hectares in size to accommodate a minimum of 45,000m2 of gross commercial floor area. The floor area may be reduced without amendment to this Plan provided the Town is satisfied that the forecasted jobs can still be provided.

7.14.14.4 Development on lands designated General Commercial in the Secondary Plan Area shall be in accordance with Section 5.4.3, 5.4.4, and 5.4.9 of this Plan, the Town's Industrial/Commercial Design Guidelines, and the following specific policies. Where there is a conflict between the policies of Section 5.4.3, 5.4.4, and 5.4.9, the Industrial/Commercial Design Guidelines, and Section 7.14.14, the policies in Section 7.14.14 shall prevail.

7.14.14.5 All General Commercial uses, as described in Section 5.4.4 and subject to Section 7.14.14.1 shall be permitted in the commercial nodes that are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and Tim Manley Avenue – and at the north east corner of McLaughlin Road and Mayfield Road.

7.14.14.5.1 Automotive commercial uses shall not be permitted within the commercial nodes referred to in Section 7.14.14.5 except that notwithstanding any other policy of this Plan, motor vehicle gas bars and drive-through facilities shall be permitted within the General Commercial designation at the north east corner of McLaughlin Road and Mayfield Road, subject to other applicable policies of Section 5.4.4 which do not conflict with this policy.

7.14.14.6 The commercial sites shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan Area. Development of the commercial sites shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.

7.14.14.7 Concurrent with submission of a site plan application for the commercial sites, the applicant shall submit to the Town an urban design plan for that commercial site.

7.14.14.8 The urban design plan described in Section 7.14.14.7 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives as described in the plans/studies identified in Section 7.14.4.1.5.

7.14.14.9 The urban design plan shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage, and pedestrian/cyclist movement.

7.14.14.10 Buildings on the commercial lands shall provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot, or where a building is visible from major roads, side building elevations visible from a second street shall be upgraded and appear to front on to the second street.

7.14.14.11 For the purpose of Section 7.14.14.10, major roads include Hurontario Street, Highway 410, Mayfield Road, McLaughlin Road and any new collector, as applicable.

7.14.15 **Transportation**

7.14.15.1 General Policies

7.14.15.1.1 Transportation infrastructure in the Secondary Plan Area shall 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.

7.14.15.2 Roads

7.14.15.2.1 Roads in the Secondary Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of this Plan. Where there is a conflict between the guidelines and classifications outlined under Section 5.9 and the policies of Section 7.14.15, the policies of Section 7.14.15 shall prevail.

7.14.15.2.2 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Secondary Plan Area, the following road improvements and new road construction shall be completed by the Secondary Plan Area landowners:

a) Widening of McLaughlin Road from Mayfield Road northerly to the north limit of the Stage 2 Lands ; and

b) Construction of the new Tim Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as suggested in Schedule B-2.

7.14.15.2.3 The portion of McLaughlin Road from Mayfield Road northerly to the north limit of the Stage 2 Lands, as described in Section 7.14.15.2.2a), shall be widened to a 4-lane arterial roadway with a continuous center median, exclusive left-turn lanes, 1.5 metre sidewalks and 1.8 metre bike lanes on both sides of the roadway, and no street parking, subject to meeting the requirements of the *Environmental Assessment Act*.

7.14.15.2.4 The new Tim Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as described in 7.14.15.2.2b), shall be constructed to a 2-lane arterial roadway with a westbound left-turn lane at McLaughlin Road, a 1.5 metre sidewalk on the north side, an extended 2 metre sidewalk on the south side, 2 metre bike lanes on both sides, and no street parking, subject to meeting the requirements of the *Environmental Assessment Act.*

7.14.15.2.5 Other implementation and design details with respect to the conceptual road network in the Secondary Plan Area, as may be suggested by the final MW2 Transportation Study, the respective municipal class environmental assessments, and MW2 Community Design Plan, shall be considered in the preparation of the community-wide DSSP.

7.14.15.2.6 Minor adjustment to the location of the conceptual road network, as suggested in Schedule B-2, shall be permitted without requiring an amendment to this Plan provided that the Goal of the Secondary Plan Area, as described in Section 7.14.3.1, is maintained.

7.14.15.2.7 Arterial, collector, local roads and crossings of the Natural Heritage System will be located to avoid and/or minimize encroachment into or fragmentation of the Natural Heritage System. They will also be designed to eliminate, minimize and/or mitigate potential adverse impacts to environmental hazards (i.e. flooding, slope stability and stream erosion) and

important ecological and hydrological functions of the Natural Heritage System and its components.

7.14.15.2.8 The Town will work cooperatively with the province, Region of Peel, and the City of Brampton to integrate the planning of the municipal road network with the roads under their respective jurisdictions, including the required access to Hurontario and Highway 410.

7.14.15.2.9 The Town intends to establish an east-west collector road through the Stage 3 Lands that will provide a connection to Dougall Avenue, as shown on Schedule B-2, in accordance with Policy 7.14.15.2.10.

7.14.15.2.10 For the Stage 3 Lands, should access to Highway 10 be deemed appropriate by MTO, access approvals from the MTO will be required to complete any potential road connection. The preferred configuration is to be determined in the technical assessment to be completed through the applicable draft plan of subdivision application(s) and through any Town led Environmental Assessment process or similar preliminary design process.

7.14.15.2.11 Development within the Secondary Plan shall not proceed until the Town is satisfied that the timing of construction of the Highway 410/Highway 10 (Hurontario Street)/Tim Manley Avenue/Valleywood Boulevard interchange is appropriate in relation to the phasing of development in the Secondary Plan. To this end, a study is required to the satisfaction of the Town and other agencies which justifies the proposed development phasing on the basis of sound planning and transportation planning principles and provides for further discussions on the emergency access gate from Highway 410 and Snelcrest Drive in consultation with fire and emergency services. The Town may peer review the study to determine if the recommendations are supportable and will consult with the Ministry of Transportation, as required.

7.14.15.2.12 Upon registration of any plan of subdivision or upon approval of any site plan application abutting Chinguacousy Road, land dedication to the Town for the widening of Chinguacousy Road to a minimum right-of-way width of 35 m is required, as identified by the 2015 Mayfield West Phase 2 Secondary Plan. An Environmental Assessment (EA) has commenced for Chinguacousy Road from Mayfield Road to Old School Road to investigate options to improve road capacity, connectivity, safety and operations to meet the future transportation demand. Any additional right-of-way width requirements for Chinguacousy Road shall be determined through the approved EA.

7.14.15.2.13 The portion of the east-west collector road shown within the Stage 3 Lands on Schedule B-2 west of McLaughlin Road, extends through the Greenbelt Plan Area to Chinguacousy Road. The ultimate alignment for the east-west collector road is to be determined in the technical assessment to be completed through the first draft plan of subdivision application submitted for this area and through any Town led Environmental Assessment process or similar preliminary design process. The collector road alignment shall be

considered a planned corridor and the lands protected from development until such time as a preferred alignment is determined.

7.14.15.3 Road Rights-of-Way

7.14.15.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Province, Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

7.14.15.3.2 Development applications shall demonstrate that sufficient lands are being provided to accommodate bike lanes, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes, and daylight triangles. Such additional rights-of-way requirements shall be kept to the minimum and shall be determined during the development application stage and will become part of the required rights-of-way.

7.14.15.4 Public Transit

7.14.15.4.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Secondary Plan Area, it is vital that transit service be available to as many of the residents in the Secondary Plan Area as early as possible. The Town will work with the applicable inter-regional, intra-regional, and local public transit service providers to develop a system of public transit services for the Secondary Plan Area.

7.14.15.4.2 Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.

7.14.15.4.3 Development plans shall be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants shall demonstrate how the proposed development addresses the following:

a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and

b) Transit stops will be located so that all residents and employees are predominantly within a 400 metre walking distance of a transit stop.

7.14.15.5 Transportation Demand Management

7.14.15.5.1 Businesses and organizations in the Secondary Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Brampton Caledon.

7.14.15.5.2 As an incentive to encourage TDM in the Secondary Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards may also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.14.15.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking, and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle in the Secondary Plan Area.

7.14.15.6 Pedestrian and Cycling Network

7.14.15.6.1 The intent of the pedestrian and cycling network in the Secondary Plan Area is to provide a safe, attractive, and convenient alternative for short trips in the Secondary Plan Area that would otherwise be made using a car.

7.14.15.6.2 Key objectives of the pedestrian and cycling network in the Secondary Plan Area are:

a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;

b) To provide safe, attractive, and convenient connections between and within key destinations in the Secondary Plan Area such as municipal parks, schools, shops, recreation facilities, and employment areas;

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

7.14.15.7 Recreational Trail Network

7.14.15.7.1 Recreational trails related to the natural heritage and open space systems in the Secondary Plan Area and beyond shall be considered, where possible, part of the pedestrian and cycling network.

7.14.15.7.2 Recreational trails shall be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, Greenway Corridors, and stream corridors, where appropriate.

7.14.15.7.3 Recreational trail network shall be designed and constructed, to the extent possible, in accordance with Town of Caledon and provincial accessibility standards.

7.14.15.8 Sidewalks

7.14.15.8.1 Generally, the provision of sidewalks in the Secondary Plan Area shall be as follows:

a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;

b) Local Streets: Sidewalks shall be provided on one side of the street; and,

c) Laneways: No sidewalks shall be required.

7.14.15.9 Parking

7.14.15.9.1 Permanent, large areas of surface parking shall be permitted only when it is demonstrated that there is no other alternative. Such demonstration shall 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.

7.14.15.9.2 Where a development application 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.

7.14.16 **Natural Heritage System**

7.14.16.1 General Policies

7.14.16.1.1 This section establishes specific policies with respect to the Natural Heritage System in the Secondary Plan Area. The Natural Heritage System is comprised of the following two (2) components:

a) Environmental Policy Area (EPA); and

b) Greenway Corridors.

Together, the EPA and Greenway Corridors provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Secondary Plan Area reflecting the design principle of achieving net ecological gain.

7.14.16.1.2 In the Stage 3 Lands, the Preliminary Natural Heritage System that was identified in the Region of Peel's Scoped Subwatershed Study Settlement Area Boundary Expansion shall be confirmed/refined based on that study's targets, criteria and recommendations.

7.14.16.1.3 The Natural Heritage System components in the Secondary Plan Area that are not owned by the Town or a Conservation Authority shall be gratuitously conveyed, free and clear of encumbrances, to either the Town or the appropriate Conservation Authority.

7.14.16.1.4 The final Natural Heritage System shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the MW2 EIS & MP supporting community-wide EIR and Stage 3 CEISMP as described in Section 7.14.4.6, and site-specific EIR as described in Section 7.14.4.7.

7.14.16.1.5 Permitted uses and activities in the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited essential infrastructure including road and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel

relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and site alteration to accommodate the above uses. In the Stage 3 Lands, essential infrastructure and stormwater management facilities are only permitted in accordance with the policies of the entire Plan.

7.14.16.1.6 Pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space System and school sites shall be provided where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.

7.14.16.1.7 The pedestrian and cyclist linkages shall be identified in the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR and Stage 3 CEISMP as described in Section 7.14.4.7.

7.14.16.1.8 Illumination of parking, park, or other adjacent facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

7.14.16.2 Environmental Policy Area and Greenway Corridors

7.14.16.2.1 The EPA in the Secondary Plan Area, as shown on Schedule B-2 to this Plan, is comprised of woodlands, wetlands, watercourse corridors, and associated environmental buffers as well as linkages and enhancements areas.

7.14.16.2.2 The Greenway Corridors in the Secondary Plan Area, as shown on Schedule B-2 to this Plan, connect key natural heritage features and areas in and adjacent to the Secondary Plan Area. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management measures, where appropriate; and pathways or trails for walking, cycling and hiking.

7.14.16.2.3 Minor adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan Area may be considered to reflect the differences in scale and level of detail available through the preparation of the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7. Adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan Area shall be permitted without requiring an amendment to this Plan provided that:

a) The Goal of the Secondary Plan Area, as described in Section 7.14.3.1, is maintained;

b) The intent of the overall Natural Heritage System strategy for the Secondary Plan Area, as recommended in the MW2 EIS & MP, is maintained; and

c) The adjustment shall not adversely impact the ecological or hydrologic functions or result in any significant increase or decrease in size of the Natural Heritage System in the Secondary Plan Area.

Notwithstanding the above, the EPA limits shown on Schedule B-2 in the Stage 3 Lands are conceptual and shall be confirmed/refined to the Town and TRCA's satisfaction through the Stage 3 CEISMP and site-specific EIRs prior to site-specific development approvals.

7.14.16.2.4 The Greenway Corridors shall be designed and constructed by the applicant of a *Planning Act* application within which the Greenway Corridors are located and gratuitously conveyed to either the Town or the appropriate Conservation Authority, free and clear of all encumbrances. The minimum aggregate area of the Greenway Corridors in the Secondary Plan Area shall be 6.32 hectares (15.68 acres).

7.14.16.2.5 The Greenway Corridors shall not form part of the parkland dedication to the Secondary Plan Area.

7.14.17 Municipal Services, Public Utilities & Telecommunications

7.14.17.1 General Policies

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

a) Municipal water and wastewater services;

b) Stormwater management facilities; and

c) Public utilities and telecommunications.

7.14.17.2 Municipal Water and Wastewater Services

7.14.17.2.1 All new development in the Secondary Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in accordance with the MW2 EIS & MP and in consultation with Peel Region.

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

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

7.14.17.3 Stormwater Management Facilities

7.14.17.3.1 Stormwater management facilities in the Secondary Plan Area shall be developed in accordance with the MW2 EIS & MP and Stage 3 CEISMP and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.

7.14.17.3.2 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule B-2 to this Plan may be assessed through the preparation of the community-wide FSR and Stage 3 Functional Servicing Study– see Section 7.14.4.5. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted without requiring an amendment to this Plan provided that:

a) The Goal of the Secondary Plan Area, as described in Section 7.14.3.1, is maintained; and

b) The intent of the overall stormwater management strategy for the Secondary Plan Area as outlined in the MW2 EIS & MP and Stage 3 CEISMP is maintained.

7.14.17.3.3 The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to the following:

a) Location of stormwater management facilities with a preference for at source controls, and low impact development practices where feasible and compatible with planning and engineering objectives;

b) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town; and

c) Minimize the number of management facilities without compromising the benefits of stormwater management.

7.14.17.3.4 Stormwater management facilities proposed to be located in the Provincial Greenbelt Plan Area shall be designed and constructed in accordance with Section 7.13 and in particular, Section 7.13.4.3 of this Plan.

7.14.17.3.5 In considering options for stormwater management, the following policies shall apply:

a) Stormwater shall be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Secondary Plan Area using, among other methods, rainwater harvesting.

b) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System and to contribute to the achievement of net ecological gain.

c) Best management practices, including low impact development techniques and measures, shall be incorporated into the stormwater management system, development lands and the Natural Heritage System, in accordance with the recommendations of the MW2 EIS & MP and Stage 3 CEISMP, as appropriate, and,

d) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking, and public open space.

7.14.17.3.6 To maintain the ecological integrity of the Natural Heritage System, particularly the pre-development water-cycle, water balance and base flow required by the Natural Heritage System's streams and wetlands, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in areas of the Secondary Plan Area, where feasible.

7.14.17.3.7 Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines, and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Secondary Plan Area, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide.

7.14.17.3.8 Stormwater management facilities shall 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.

7.14.17.3.9 Policies in Section 7.14.17 which apply to permanent stormwater management facilities, shall apply equally to interim stormwater management facilities. Interim stormwater management facilities shall be established in locations in accordance with the recommendations of the MW2 EIS & MP and Stage 3 CEISMP and to the satisfaction of the respective Conservation Authority.

7.14.17.4 Public Utilities and Telecommunications

7.14.17.4.1 Public utilities, such as hydro and gas, and telecommunications infrastructure are permitted in any land use designation in the Secondary Plan Area provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

7.14.17.4.2 Public utility and telecommunications infrastructure that are proposed in the EPA designation are subject to Section 5.7 of this Plan.

7.14.17.4.3 Where new public utility and telecommunications infrastructure is being introduced in the Secondary Plan Area, it shall be located underground and shall be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

7.14.17.4.4 Prior to registration of a plan of subdivision or approval of a site plan application in the Secondary Plan Area, public utility and telecommunication providers shall confirm if such services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

7.14.17.5 Intelligent Community

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

When developing their lands, developers in the Secondary Plan Area shall 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 Area to access high-speed internet services.

7.14.18 **Conservation of Water and Energy**

7.14.18.1 Sustainable Residential Home Strategy

7.14.18.1.1 All residential homes in the Secondary Plan Area shall be designed and constructed with water and energy conservation, efficiency, and re-use systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the *Building Code Act, 1992, S.O. 1992, c. 23*,

7.14.18.1.2 Prior to registration of a plan of subdivision or site plan application within Stage 1 and 2 of the Plan Area that has submitted or has an approved Sustainable Residential Home Strategy (the Strategy), must ensure that the Strategy identifies green energy features and systems to be implemented. The landowners shall build or cause to be built all homes in accordance with the approved plans and documentation that the green energy features and systems.

7.14.18.1.3 The implementation of Sustainable Residential Home Strategy shall be verified by a third party, such as EnerGuide, as follows:

a) The Town shall identify specific residential homes to be verified, which will include, at a minimum, one of every model type within every plan of subdivision or site plan approval;

b) The residential homes to be verified shall be no less than five (5%) percent of the number of homes within every plan of subdivision or site plan approval;

c) In the event that the external third party identifies that a building has not exceeded the energy efficiency standards outlined above:

   i. The landowner shall rectify or implement additional green energy features and systems to exceed the energy efficiency standards;

   ii. The Town shall withhold an occupancy permit for the said building(s) until the energy efficiency standards have been exceeded and re-verified; and

iii. The Town shall increase the sample size of the residential homes to be verified by five (5%) percent in respect of such landowner, at the Town's sole discretion and at the cost of the landowner.

d) The verification shall be at the sole cost of the landowners.

7.14.18.1.4 The Sustainable Residential Home Strategy shall include a homeowner awareness program. This program shall describe how homeowners can maximize the efficiencies and overall water and energy conservation in their home.

7.14.18.2 Energy and Climate Change Mitigation within Stage 3 Lands

7.14.18.2.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation, and solid waste.

7.14.18.2.2 Development proponents shall implement measures to reduce energy consumption and emissions to achieve the Town's goal of net-zero development, including minimizing the use of natural gas in the Plan Area.

7.14.18.2.3 Development will be required to improve energy efficiency and reduce greenhouse gas emissions within Stage 3 lands of the Secondary Plan area by:

a) Hybrid home (combo system) utilizing a 3-season heat pump; or

b) Heat pump home heating system; or

c) Alternative heating system and/or cooling system that provides equivalent energy efficiency and greenhouse gas emission reductions as demonstrated by a qualified professional to either a. or b. above.

7.14.18.2.3 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

7.14.18.2.4 New development in Stage 3 of the Plan Area will consider plans and building designs that maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e., solar ready).

7.14.18.2.5 The Town will work with Hydro One, the IESO and nonregulated utilities to build out distributed energy systems that can support low carbon technologies such as heat pumps, solar PV, and electrification of transportation. 7.14.18.2.6 Applicants of new development in Stage 3 of the Plan Area will work with Hydro One to implement energy and emissions reduction measures.

7.14.18.3 Climate Adaptation for Stage 3 Lands

7.14.18.3.1 New development in Stage 3 of 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.

7.14.18.3.2 New development in Stage 3 of the Plan Area will consider measures to improve climate resilience in the review of a development application, including the following:

a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains to minimize potential long-term impacts to assets and populations;

b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;

c) Adapting storm drainage systems to manage an increase in annual precipitation and extreme precipitation events;

d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds;

e) Reducing reliance on increasingly constrained potable water resources;

f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and

g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

7.14.18.4 Green Development Standards

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

7.14.19 **GTA West Transportation Corridor Planning and Environmental Assessment**

7.14.19.1 The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Secondary Plan Area. These lands are identified on Figure 19 in this Plan.

7.14.19.2 The following policies apply to all development applications and approvals in the Secondary Plan Area where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the 'Identified Area'.

7.14.19.3 The review of development applications for lands in the Identified Area shall occur as follows:

a) The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.

b) If the application is deemed premature, the applicant shall be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.

c) If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town shall seek a confirmation from MTO.

7.14.20 **Northwest GTA Transmission Corridor**

7.14.20.1 The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ontario Ministry of Energy and Electrification 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 Stage 3 Lands. These lands are identified on Schedule B-2 in this Plan.

7.14.20.2 Land may be required within Stage 3 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 Electrification. No development approval shall 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 Electrification 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, subject to Council approval.

7.14.21 **Provincial Minimum Distance Separation**

7.14.21.1 Prior to registration of a plan of subdivision or plan of condominium, within a Provincial Minimum Distance Separation (MOS) Arc, the Town shall be satisfied that the arc is no longer required. The Town may consult with OMAFRA to determine appropriate mitigation measures which may be implemented to satisfy Minimum Distance Separation requirements.

7.14.21.2 The following policies apply to all development applications and approvals in the Secondary Plan Area where they are located in the Setback Area.

7.14.21.3 Lands in the Setback Area will be considered a Type A Land Use for the purpose of applying the Provincial MDS II Formula.

7.14.22 **Region of Peel Health Assessment**

7.14.22.1 All development applications in the Secondary Plan Area shall require, as part of a complete application, the completion of a *Health Assessment*. The *Health Assessment* must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region of Peel.

7.14.22.2 The Town shall conduct *Health Assessments* on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan Area.

7.14.23 **Land Acquisition and Dedication**

7.14.23.1 Prior to registration of a plan of subdivision or plan of condominium, within a Provincial Minimum Distance Separation (MOS) Arc, the Town shall be satisfied that the arc is no longer required. The Town may consult with OMAFRA to determine appropriate mitigation measures which may be implemented to satisfy Minimum Distance Separation requirements.

7.14.23.2 The Town shall require an environmental site assessment prior to the conveyance of any lands to the Town or appropriate Conservation Authority. The environmental clearance shall be paid for by the owner and based on the appropriate level of site assessment as established by Ministry of the Environment and Climate Change.

7.14.23.3 The Town shall require a Ministry of the Environment and Climate Change record of site condition for all municipal roads, stormwater management facilities, parkland and Greenway Corridors dedicated to the Town. The record of site condition shall be paid for by the owner.

7.14.24 **Implementation**

7.14.24.1 The provisions of this Plan regarding implementation shall apply with regard to the Mayfield West Phase 2 Secondary Plan.

7.14.24.2 The land use pattern shown on Schedule B-2 Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.14.24.3 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.14.24.4 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.

7.15 COLERAINE WEST EMPLOYMENT AREA SECONDARY PLAN

7.15.1 Purpose

OPA 243

The purpose of the Secondary Plan covers approximately 208.8 gross ha (515.8 gross ac) in the southwest part of the Bolton Rural Service Centre in the Town of Caledon. Upon establishment of the Secondary Plan, it originally covered approximately 162.6 gross ha (401.9 ac). Following approval of Regional Official Plan Amendment No. 30 (ROPA 30), the Secondary Plan was expanded to include the "Triangle Lands" at the north-west corner of Mayfield Road and Coleraine Drive. The following policies shall apply to the Coleraine West Employment Area Secondary Plan as shown on Schedules C and C-7 of the Town of Caledon Official Plan.

7.15.2 Location

The Coleraine West Employment Area Secondary Plan covers approximately 162.6 gross ha (401.9 gross ac) in the southwest part of the Bolton Rural Service Centre in the Town of Caledon. The following policies shall apply to the Coleraine West Employment Area Secondary Plan as shown on Schedules C and C-7 of the Town of Caledon Official Plan.

7.15.3 Basis

The establishment of the Coleraine West Employment Area Secondary Plan is the result of an employment land needs study and municipal comprehensive review undertaken by the Town to establish the appropriate location for new employment lands. This review and analysis has considered all applicable land use designations and Official Plan policies within the Bolton Rural Service Centre as well as the Town Structure and Town-wide Land Use Policies. In addition, this Secondary Plan conforms to the Region of Peel Official Plan and implements the Town of Caledon Official Plan.

This Secondary Plan was prepared in the context of the need to:

- Preserve, expand and diversify the Town's employment base;
- Strengthen the local economy and tax base;
- Focus industrial development in the Town's Rural Service Centres recognizing Bolton's close proximity to the rest of the GTA and growing markets; and,
- Recognize the accessibility/visibility afforded by its location near, Mayfield Road, Coleraine Drive (Emil Kolb Parkway), Highway 427, and the future GTA - West Transportation Corridor facility.

In addition to the above, the Secondary Plan is based on the principles and policies as established in Sections 5.5 and 5.10.4.5.9 of the Official Plan.

7.15.4 Goals

The Coleraine West Employment Area Secondary Plan promotes high quality industrial development in a comprehensive manner consistent with the Official Plan.

Specific goals for the Coleraine West Employment Area Secondary Plan include the following:

- To provide for a mix of employment uses that contributes to the Town's employment and commercial/industrial assessment base;
- To provide for logical and orderly development on full municipal services;
- To ensure a high standard of community design is provided along all arterial roads; and
- To recognize, protect and enhance significant environmental features and functions through good planning.

7.15.5 General Policies

The Coleraine West Employment Area Secondary Plan provides for prestige industrial and general industrial uses.

The Prestige Industrial designation is intended to provide employment uses for the community. It is the intent that the high quality urban design and uses such as, research and development and light manufacturing and offices would be encouraged to be located within the Prestige Industrial designation. The Prestige Industrial designation will also permit a broader range of land uses.

The General Industrial designation will be more suitable for manufacturing, processing, distribution and outdoor storage uses.

Development of individual sites will be integrated with the possibility of buildings and uses straddling the Prestige Industrial and General Industrial designations. Open storage uses shall not be permitted in the Prestige Industrial designation.

The land use proposed will respect the natural features and functions of the Secondary Plan area, associated with the Clarkway Tributary corridor. Wetlands, woodlots, and hedgerows within the Secondary Plan Area will be subject to the recommendations of an Environmental Impact Study (EIS) to the satisfaction of the Town and Conservation Authority.

7.15.6 Community Design

7.15.6.1 In recognition of the location of these lands at the entrance to the Town of Caledon, at the gateway to Bolton and in proximity to arterial roads, the streetscape and community design of the area shall be of a consistently high quality.

7.15.6.2 A gateway feature is required at the intersection of Mayfield Road and Coleraine Drive consisting of landscape features and a decorative structure element.

7.15.6.3 To ensure high quality design within the Secondary Plan Area an Urban Design Assessment to the satisfaction of the. Town will be required to show the site layout, design, elevations, signage, landscaping and pedestrian movement at the Site Plan Approval stage.

7.15.6.4 All development is strongly encouraged to conform to the Guide to Eco-Business Zone Planning and Development guidelines.

7.15.6.5 Buildings placed within the Prestige Industrial designation shall generally front and provide their primary building entrance on Coleraine Drive, Mayfield Road, George Bolton Parkway or Healey Road. Generally loading bays, within the Prestige Industrial designation, shall be placed along the walls of the building not facing these major roads to minimize their visual impact along these major roads.

7.15.6.6 Visual impacts of parking and loading facilities shall be minimized.

7.15.6.7 Enhanced building and landscape design is required along Coleraine Drive, Mayfield Road, Healey Road, George Bolton Parkway and the GTA-West Transportation Corridor.

7.15.6.8 Corner lot buildings are to be of superior design and quality and respond to both street frontages.

7.15.6.9 Facades are to incorporate, steppings, openings and/or wall articulations, (vertical and/or horizontal).

7.15.6.10 All development shall conform to the General Design Policies of Section 5.5.7 of this Plan, as well as the Industrial/Commercial Institutional Site Plan Design Guidelines, adopted by Council on June 24, 2002, as may be amended by Council from time to time.

7.15.7 Secondary Plan Land Uses

7.15.7.1 Employment land development shall be permitted in accordance with the policies of Section 5.5 as well as the following specific policies.

7.15.7.1.1 Development shall only be permitted on full municipal services including sanitary and storm sewers, stormwater management facilities, municipal and private roads, municipal water, hydro and other utilities.

7.15.7.1.2 Industrial uses, which may generate noise, dust, vibration or other environmental impacts, may require appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.15.7.1.3 Notwithstanding Sections 5.5.4.4, 5.10.4.5.9.1 and 7.15.5, limited vehicular trailer storage may be permitted, provided adequate landscape buffers and year round screening is provided to the satisfaction of the Town.

7.15.7.1.4 Notwithstanding Sections 5.5.3.9, 5.5.3.10, 5.5.4.1 and 5.5.5.1 commercial uses are permitted in the Prestige Industrial and General Industrial classification provided that:

i. The commercial use is accessory to an employment use;

ii. The commercial use primarily serves the Employment area such as a bank, restaurant, fitness centre, convenience retail or personal services;

iii. Commercial uses shall only be permitted adjacent to Coleraine Drive and George Bolton Parkway; and

iv. Major retail commercial uses shall not be permitted.

7.15.7.1.5 The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with these policies.

7.15.7.2 **Prestige Industrial Uses**

7.15.7.2.1 Development on lands designated Prestige Industrial on Schedule C-7 shall be permitted in accordance with the policies of Sections 5.5.4, 5.10.4.5.9.1 and 7.15.7.1.5 of this Plan as well as the following specific policies.

7.15.7.2.2 The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road, Healey Road, George Bolton Parkway and the GTA-West Transportation Corridor with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that appear to front onto major roads.

7.15.7.2.3 Office uses shall be encouraged within the Prestige Industrial designation.

7.15.7.3 **General Industrial Uses**

7.15.7.3.1 Development on lands designated General Industrial on Schedule C-7 shall be permitted in accordance with policies of Section 5.5.5 and 7.15.7.1.5 of this Plan.

7.15.7.3.2 To reduce visual impacts and ensure compatibility of uses, the implementing zoning by-law shall contain provisions limiting the height of open storage. Landscape buffers and year round screening of open storage is required.

7.15.8 Environmental Policy Area

7.15.8.1 The lands associated with the Clarkway Tributary corridor within the Coleraine West Employment Area Secondary Plan are designated as an Environmental Policy Area on Schedule C-7.

7.15.8.2 All lands within the Plan are subject to the Ecosystem Planning and Management and Sustainability provisions of Section 3.1 of this Plan.

7.15.8.3 Natural Heritage System (NHS)

7.15.8.3.1 The Natural Heritage System is designated as Environmental Policy Area (EPA).

7.15.8.3.2 Proposed new development adjacent to the Environmental Policy Areas will require an EIS (Environmental Impact Study) to the satisfaction of the Town of Caledon, Conservation Authority, and the Region of Peel to refine the site-specific limits to the NHS.

7.15.8.3.3 The refined development limit will be set through the completion of an EIS to the satisfaction of the Town of Caledon and the Conservation Authority and, based on the current planning policies of this Plan, relevant Region of Peel, Provincial and Conservation Authority policies.

7.15.8.3.4 Where appropriate and as permitted in accordance with applicable Regional, Provincial and Conservation Authority policies, the refined development limit may result in alterations, additions, eliminations or relocations of the Environmental Policy Areas, which will not require amendment to this Plan. Exact limits will be implemented through zoning.

7.15.8.3.5 The EPA designation along the north side of the George Bolton Parkway extension represents an existing watercourse feature and will require an EIS to the satisfaction of the Town and Conservation Authority prior to consideration of its refinement and/or relocation.

7.15.8.3.6 Development proposals containing Supportive Natural Systems and Natural Linkages may be required to conduct environmental studies and investigations, as determined by the Town and Conservation Authority.

7.15.8.3.7 At the planning application stage, a top of bank staking conducted by the Conservation Authority shall be required to determine the limits of the valley and stream corridors. Confined river or stream valleys are considered Valley Corridors. Unconfined river or stream valleys are considered Stream corridors. The limits of the Valley and ·Stream Corridors shall be defined by the greater of the long-term stable top of slope/bank , toe of slope, regulatory floodplain, meander belt and any contiguous natural features and areas plus a buffer area.

7.15.8.3.8 New development located outside of the Environmental Policy Area will be required to follow the policies and performance measures of this Plan through the completion of investigations, studies, and specific implementation requirements. Further refinement of the Ecological Buffers and Vegetation Drip-lines, by way of field verification, is required. The widths of the ecological buffers applied to the EPA require review and confirmation to ensure that:

i. Sufficient width to protect the EPA and its ecological functions from impacts of the proposed new development or site alteration occurring during and after construction is maintained

ii. The natural self-sustaining native vegetation is achieved and maintained

iii. Possible trail locations can be accommodated without compromising the ecological buffer.

iv. Where an isolated natural feature and/or a natural hazard warrants protection but it is not captured, or not entirely captured, the limit of the Natural System shall be determined by the greater of the outer limits of the natural feature and/or natural hazard to development or site alteration, as follows:

a) a 10-metre buffer from the greater of the long term stable top of slope/bank, stable toe of slope, Regulatory flood plain, meander belt, and any contiguous natural features or areas;

b) a 10-metre buffer from the dripline and any contiguous natural features or areas;

c) a 30-metre buffer from provincially significant wetlands; and,

d) 10-metre buffer for all other wetlands and any contiguous natural features or areas.

7.15.9 Heritage Resources

7.15.9.1 Conservation of heritage resources shall be consistent with the provisions of Section 3.3 of this Plan. The Secondary Plan includes areas that may have potential for undiscovered archaeological resources. Prior to final approval of new development or redevelopment, a detailed archaeological assessment shall be conducted according to the Provincial Standards and Guidelines for Consultant Archaeologists, 2011, or as amended, and to the satisfaction of the Town.

7.15.9.2 Prior to final approval of new development or redevelopment, detailed documentation of identified built heritage features shall be provided by a qualified professional, and opportunities for retention and reuse of features of architectural and historical merit shall be identified.

7.15.10 Transportation

7.15.10.1 Any roads within the Secondary Plan Area shown on Schedule C-7 may be adjusted in the subdivision or site plan approval processes taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.

7.15.10.2 A conceptual signalized intersection is required to support full movements and multi-modal access between the lands on the west side of Coleraine Drive and the future east-west connection to the South Simpson Secondary Plan area. The conceptual signalized intersection is to be located in the

general location shown on Schedule "C-7", being approximately mid-block between Parr Boulevard and Mayfield Road. The specific location may be adjusted through the development approvals process, taking into account such matters as the minimization of impact to environmental features, stormwater management requirements, heritage resources, the provision of full municipal services, emergency services and land uses, supported by appropriate studies to the satisfaction of the Town, Region of Peel, Toronto and Region Conservation Authority and Ministry of Transportation.

7.15.10.3 Notwithstanding Section 5.10.4.5.9.3, access to Coleraine Drive will be determined in accordance with the Region of Peel Controlled Access By-law 62-2013, including any subsequent amendments. Access onto Coleraine Drive and any other Regional roads will be achieved through mutual easements and the consolidation of driveways, to the greatest extent possible, with the objective of a reduction in the number of individual accesses.

7.15.10.4 New development shall be serviced by municipal roads or series of private or public easement roadways with access to an opened public road allowance. For properties less than 4 ha (1O acres), consideration shall be given to the creation of a north-south internal private or public easement roadway to serve as an industrial collector, providing access to abutting properties and lots within the Secondary Plan.

7.15.10.5 The extension of George Bolton Parkway shall have a Right- of-Way width of 26 metres and serve as an East-West Industrial Collector Road, providing access to the Secondary Plan Area from Coleraine Drive. This road will also provide access to abutting properties. Consolidated site accesses may be required on the George Bolton Parkway Extension.

7.15.10.6 The Town shall require the further westerly extension of George Bolton Parkway (west of the Clarkway Tributary as an East-West Industrial Collector Road or as a Collector Road.

7.15.10.7 Where roads under the jurisdiction of the Town are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional road requirements and standards.

7.15.10.8 All public and private roads within the Secondary Plan Area shall be located to avoid encroachments into the Natural Heritage System. Where it has been demonstrated that encroachments into the Natural Heritage System cannot be avoided, to the satisfaction of the Town and Conservation Authority, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valley land crossings, as appropriate.

7.15.10.9 Consistent with the objectives of Section 5.9.2 of this Plan, the Town shall encourage a pedestrian and bicycle pathway system, within the local road

network and abutting the natural heritage system that will link the lands within and outside of the Secondary Plan Area.

7.15.10.10 The Town shall explore opportunities to extend transit service into the Secondary Plan Area with Metrolinx, the City of Brampton and the Region of York.

7.15.10.11 The Town shall plan for roads to be designed as aesthetically pleasing transportation corridors that accommodate high quality streetscapes, consistent with the Town's Development Standards Policies and Guidelines.

7.15.10.12 Development shall be designed to minimize walking distances to transit routes and provide safe, attractive and direct pedestrian/cyclist access to transit stops.

7.15.10.13 The roads within the Secondary Plan Area shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathways (in the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe access to transit services.

7.15.10.14 Active transportation network and linkages facilitating walking, cycling and other active transportation modes shall be provided in accordance with the policies of Section 5.9.5.9 of this Plan to serve as a utilitarian, recreational and aesthetic amenity for the community.

7.15.10.15 The Town promotes employer-based and area-wide Transportation Demand Management (TOM) programs(s) as a means to reduce single-occupant vehicle travel to the Secondary Plan Area. Use of modes of transportation such as transit, carpooling, cycling and walking are encouraged.

7.15.10.16 The Town will encourage transit-supportive development in the Secondary Plan Area and nearby transit and commercial centres.

7.15.10.17 Shared parking, bicycle parking, carpool parking, and End-of-Trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle will be encouraged.

7.15.10.18 The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts.

7.15.10.19 Active transportation facilities and linkages will be located where appropriate on publicly owned lands and shall be provided through, across or, where this is not possible, along the edges of adjacent open space elements, including parks, stream corridors and natural areas such as valley lands and woodlands as deemed ecologically appropriate, to the satisfaction of the Town and Conservation Authority. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.

7.15.10.20 Development shall identify ecologically appropriate locations for valley land crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected pedestrian and cyclist-friendly community can be achieved.

7.15.10.21 Active transportation facilities and linkages located outside of a designated road right-of-way or outside of the Natural Heritage System shall be gratuitously conveyed to the Town.

7.15.10.22 The Town will encourage the efficient movement of goods within and through the Secondary Plan Area by designing roads and driveways to accommodate large vehicles, where appropriate.

7.15.11 Servicing

7.15.11.1 All development in the Secondary Plan Area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities.

7.15.11.2 An integrated Stormwater management system shall be required as generally envisioned in the Comprehensive Environmental Impact Study and Management Plan (CEISMP) and to the satisfaction of the Town and the Conservation Authority.

The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be generally in accordance with the CEISMP.

Prior to the submission of site-specific planning applications, a comprehensive stormwater management study will be required to the satisfaction of the Town and Conservation Authority. Where an initial comprehensive stormwater management study has been completed, an addendum to this study shall be required in support of subsequent planning applications.

7.15.11.2 The Town encourages, where · possible, combining lot services for two or more land parcels sharing a property line.

7.15.11.3 Where feasible, installation of infrastructure to support the use of alternative fueled vehicles including charging stations for electric vehicles and stations for biofuel shall be considered.

7.15.11.4 New public and private infrastructure shall be subject to the environmental policies of this Plan and the recommendations of the CEISMP.

7.15.12 Phasing

7.15.12.1 Due to the need to develop Stormwater management facilities, it is anticipated that development of this Secondary Plan Area may occur in phases. Phasing shall be approved by the Town, in consultation with the Region of Peel as required.

7.15.12.2 Any phasing shall take place in accordance with the policies set out in Section 6.2.1.7 of this Plan.

7.15.13 Implementation

7.15.13.1 The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Secondary Plan.

7.15.13.2 The land use pattern shown on Schedule C-7 is conceptual and may be adjusted in the plan of subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, and the provision of full municipal services, emergency services, detailed land use relationships and street patterns.

7.15.13.3 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing that the intent of the Plan is maintained.

Land use boundary change as a result of an EIS or natural hazard assessment shall not require amendment to this Plan but may require an amendment to the Zoning By-law. An amendment to the Zoning By-law to reflect a revision to the boundaries of the Environmental Policy Area shall be deemed to comply with this Plan.

7.15.13.4 New roads may be created through plans of subdivision. Notwithstanding Section 5.5.4.3, it is intended that the lands may be developed through plans of subdivision.

7.15.13.5 Appropriate zoning by-law(s) shall be enacted to implement the land use designations of this Plan.

7.15.14 Developers' Group Agreement

To ensure that all affected property owners contribute equitably towards the prov1s1on of community and infrastructure facilities such as enhancement and restoration of environmental features, roads and road improvements, internal and external services, stormwater management facilities and private well monitoring protection, property owners may be required to enter into one or more Developers' Group Agreements as a condition of the development of their land.

These agreements shall provide for the equitable distribution of costs, including lands, of the aforementioned community and infrastructure facilities and associated studies where such costs are not dealt with under the Development Charges Act.

All landowners within the Plan Area will not be entitled to development approvals under the provisions of this Secondary Plan until such time as they have joined a Developers' Group as participating landowners, or ·have otherwise entered into an agreement to finalize their approvals to the satisfaction of the Town, and participate in the delivery of infrastructure as required. Prior to approval for any development within the Plan Area, where the Town has required a landowner to enter into a Developers' Group Agreement, the Town shall require a certificate from the Developers' Group

cost-sharing trustee confirming that the development proponent is in good standing with the Developers' Group.

7.15.14.1 The Town shall encourage landowners to cooperate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services.

7.16 CALEDON STATION SECONDARY PLAN

OPA 280

7.16.1 Introduction

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

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

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

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

7.16.2 Location

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

7.16.3 Goals and Objectives

7.16.3.1 Goal

a) The Plan Area will develop as a transit-oriented complete community that

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

7.16.3.2 Objectives

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

a) Create a transit-oriented community with walkable, pedestrian scaled neighbourhoods anchored by the Bolton Primary MTSA hub, and that prioritizes transit, pedestrian, cycling infrastructure, a comprehensive pedestrian path and trail system and vehicular connections that link with the broader Caledon transportation network;

b) Provide high-built form;

c) Establish a healthy, vibrant, mixed-use environment that attracts year-round activities and promotes employment opportunities;

d) Create an attractive, high quality streetscape and built form design that links the community within and beyond the Plan Area;

e) Establish a range and mix of housing types, densities, sizes and tenures to ensure the provision of affordable housing, including contributing towards the achievement of Official Plan housing unit targets and to achieve MTSA density targets;

f) Protect and enhance significant and sensitive natural heritage features within a protected natural heritage system;

g) Integrate and connect green and open spaces into the design of neighborhoods while being sensitive to ecological systems;

h) Establish a hierarchy of parks with flexible designs that allow for innovative programming options to serve the community;

i) Promote the integration of smart community technologies that establish broadband connectivity for an improved quality of life through learning, work and play;

j) Address climate change adaptation (e.g., responding to extreme weather events) and mitigation (e.g., energy conservation and low carbon technology and approaches);

k) Implement sustainable and resilient plans, technologies and design approaches, including low-impact development strategies;

l) Conserve cultural heritage resources;

m) Foster a sustainable environment for employment and economic development; and,

n) Plan for well being (physical, mental, social) through the design of people- centric spaces that are safe, accessible, affordable and age-friendly.

7.16.4 Growth Management Strategy

7.16.4.1 General Policies

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

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

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

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

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

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

(1) Area excluding the Caledon Station GO MTSA and the Environmental Policy Area.

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

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

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

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

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

7.16.4.2 Finance and Agreements

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

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

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

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

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

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

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

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

b) Arrangements for the provision of a vehicular connection and access from the north-south and east-west spine roads to The Gore Road, Humber Station Road and King Street, as applicable;

c) Public transit service (e.g. potential transit routing and the location of and access to the planned GO Station Transit Hub);

d) Schools;

e) Community facilities (e.g. public parks, pathways and trail network);

f) Environmental Policy Area; and

g) Affordable Housing Site(s).

7.16.4.3.5 All new development within the Secondary Plan area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.

7.16.4.3.6 Private front-end construction of water and wastewater services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.

7.16.4.3.7 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality.

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

7.16.4.3.9 The Community-Wide DSSP will require that certain collector / multi-modal roads and their associated transportation-related infrastructure, as identified on Schedule C-8 and C-8A of this Plan, are constructed as necessary, as development progresses throughout the Plan Area.

7.16.4.3.10 The Community-Wide DSSP will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule C-8 and C-8A will be permitted without amendment to this Plan or to the Community-Wide DSSP.

7.16.4.3.11 The Community-Wide DSSP, including water and wastewater services infrastructure, will be prepared, in consultation with the Region of Peel,

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

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

7.16.4.4 Framework Plan

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

7.16.4.5 Community-Wide Functional Servicing Report (FSR)

7.16.4.5.1 The Final Community-Wide Functional Servicing Report (FSR) identifies the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire Secondary Plan Area which are to be implemented at the site level through individual plans of subdivision and site plans.

7.16.4.5.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town a Final Community-Wide FSR that will be prepared in consultation with the Region of Peel and Toronto Region Conservation Authority and be approved by the Town and Region of Peel. Minor refinements to the details and recommendations contained in the Final Community-wide FSR can be supported through addendums to the Final Community-wide FSR, specific to the applicable draft plan of subdivision or site plan application.

7.16.4.5.3 The Final Community-Wide FSR must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the goals, objectives, targets, strategies and recommendations contained in the Final Community-wide CEISMP.

7.16.4.5.4 The Final Community-Wide FSR shall provide greater detail than the Initial Community-Wide FSR prepared by Urbantech Consulting, dated June 2023 and shall include the following information, if applicable:

a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;

b) explore opportunities to locate trail networks within environmental buffers, subject to sensitivity of protected lands, in consultation with TRCA staff, to the satisfaction of TRCA staff;

c) consider and integrate the management recommendations of feature based water balance, Macville Area Wetlands and the enhanced corridor, as applicable;

d) Site grading plans;

e) Stormwater management plan that addresses the recommendations of the CEISMP and conforms to the Town's Consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate.

f) Clean Water Pipe

g) Interim pond conditions

7.16.4.6 Comprehensive Environmental Impact Study & Management Plan (CEISMP)

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

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

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

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

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

7.16.4.7.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan.

7.16.4.7.3 Further to Policy 7.16.4.7.2, applicants/landowners will only be responsible for administrative costs associated with community areas and parks, including the administrative costs associated with any potential expropriation.

7.16.4.7.4 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area Landowners' Cost Sharing Group trustee will provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area Landowners' Cost Sharing Group.

7.16.5 **General Development**

7.16.5.1 Community Design

7.16.5.1.1 The Plan Area will be designed to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.

7.16.5.1.2 Lands within the MTSA designated boundary shall promote the creation of a safe, attractive, transit-oriented and pedestrian friendly community that supports and encourages a reduced demand on the road network system.

7.16.5.1.3 The Town will encourage the preparation of urban design and site planning guidelines and transit-supportive design criteria which will be applied to all development proposals (including plans of subdivision and site plans) within the Plan Area.

7.16.5.1.4 The following urban design factors will be used to determine the acceptability of development proposals with the Plan Area:

a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and approved Caledon Station Urban Design Guidelines.

b) The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.

c) The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through use of building and store front entrances and display windows.

d) Encourage the strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Plan Area, including at The Gore Road, at King Street and at the northwest corner of King Street and Humber Station Road, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms.

e) Where feasible and relevant, include Indigenous references through public art, signage, or the design of street furniture to the gateways in the Plan Area.

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

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

7.16.6 Residential

7.16.6.1 General Policies

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

a) Low Density Residential Area;

b) Medium Density Residential Area; and

c) Mixed Use / High Density Area.

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

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

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

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

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

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

7.16.6.2 Affordable Housing

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

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

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

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

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

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

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

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

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

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

7.16.6.2.11 Housing for seniors, including apartment units, retirement homes and long-term care homes will be permitted in the Medium Density and Mixed-Use / High Density land use designations.

7.16.6.2.12 Inclusionary Zoning policies, once established, will be utilized by the Town to obtain affordable residential units in new multi-unit development within the Bolton MTSA. If the affordable units are not managed by the owner/developer, the owner/developer may enter into appropriate arrangements for delivery and management of the units with a non-profit organization or municipal agency.

7.16.6.2.13 Landowners in the Plan Area shall provide land for affordable housing in the Plan Area of approximately 0.91 ha (2.25 ac) of land to be provided to the Region of Peel in fulfilment of the housing policies and Peel-wide housing targets within the Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.

7.16.6.2.14 The location, size, configuration, and frontage onto adjacent roads of these lands shall be identified in the Community-Wide DSSP and shall be on lands within the MTSA limits in the Medium Density and/or Mixed-Use / High Density land use designations.

7.16.6.2.15 These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.

7.16.6.3 Low Density Residential Area

7.16.6.3.1 Lands designated Low Density Residential Area on Schedule C-8 will be developed predominantly for single detached and semi-detached housing. A full range of townhouses may be permitted in the Low-Density Residential Area designation provided that matters of vehicular access, parking and land use compatibility are properly addressed.

7.16.6.3.2 The minimum net density of development in the Low Density Residential Area designation will be 25 units per net hectare.

7.16.6.3.3 For lands designated Low Density Residential Area outside of the MTSA boundary shown on Schedule C-8, townhouse dwellings will have a maximum height of three storeys.

7.16.6.4 Medium Density Residential Area

7.16.6.4.1 Lands designated Medium Density Residential Area on Schedule C-8 will be developed for a full range of townhouses, including rear-lane townhouses, stacked townhouses, back-to-back townhouses, and live/work townhouses, and mid-rise apartment/multiplex buildings.

7.16.6.4.2 Notwithstanding Section 7.16.6.4.1, single detached and semi-detached dwelling types may be considered within the Medium Density Residential Area designation, provided the minimum density is met.

7.16.6.4.3 Notwithstanding Section 7.16.6.4.1 local, small-scale commercial and service commercial uses which are supportive of and compatible with residential uses, may be considered within the Medium Density designation, subject to the implementing Zoning By-Law.

7.16.6.4.4 Notwithstanding Section 7.16.6.4.1, high-rise buildings are permitted on lands designated Medium Density Residential Area within the MTSA boundary shown on Schedule C-8, to permit a mix and variety of residential and non-residential uses that supports a transit oriented, new urbanism form of development along the corridor, in line with the mixed use, compact form for development envisioned for the MTSA.

7.16.6.4.5 The minimum net density of development in the Medium Density Residential Area designation will be 50 units per net hectare. Minimum density will be measured collectively across all lands designated Medium Density Residential Area in the Secondary Plan Area, exclusive of public rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks. For the purposes of calculating net density, an accessory apartment or accessory dwelling unit will not be considered dwelling units.

7.16.6.4.6 For lands designated Medium Density Residential Area outside of the MTSA Boundary shown on Schedule C-8, townhouse dwellings will generally have a maximum height of 5 storeys.

7.16.6.4.7 Mid-rise buildings in the Medium Density Residential Area designation shall generally be 4 to 8 storeys, however, should not exceed 12 storeys.

7.16.7 **Mixed Use/High Density Area**

7.16.7.1 General Policies

7.16.7.1.1 The Mixed Use / High Density Area designation on both sides of Humber Station Road permits a mix and variety of residential and non-residential uses that supports a transit oriented, new urbanism form of development along the corridor, in line with the mixed use, compact form for development envisioned for the MTSA. Policies with respect to this designation also address the built form and streetscape required to create a safe, attractive corridor that establishes a strong sense of place making for people to live, work, play and shop.

a) Permitted uses will include a full range of office, retail, commercial, service commercial, institutional, cultural and entertainment uses, a full range of townhouses and live/work townhouses, mid-rise and high-rise apartments and mixed-use buildings.

b) Built form will reinforce a high standard of quality and positive visual image.

c) Developments will create connections between the tree-lined streetscapes and publicly accessible private open spaces (I.e. courtyards) to create a connected parks and open space system intended to enhance and provide an identity for the secondary plan.

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

7.16.7.1.2 Lands designated Mixed Use / High Density within the MTSA limits of the Plan Area will also permit the development of high-rise buildings that may exceed 12 stories.

7.16.7.1.3 The minimum net density of residential development in the Mixed Use / High Density designation will be 100 units per net hectare, exclusive of public rights- of-way, school blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks.

7.16.7.1.4 Mid-rise and high-rise buildings in the Mixed Use / High Density Area designation shall have a minimum height of 4 and a maximum height of 20 storeys.

7.16.7.1.5 Notwithstanding Section 7.16.7 of this chapter, the following site-specific principles and policies will apply to the proposed Mixed Use / High Density designation located along Humber Station Road:

a) A high standard of urban design and site planning will be implemented on lands within the Mixed Use / High Density Area in the Plan Area through Site Plan Approval through the following measures:

i. The submission of comprehensive urban design guidelines or equivalent compliance letter to the satisfaction of the Town Chief Planner, to address streetscape treatment, landscape designs, accessibility requirements, architectural concepts and the identified urban design principles.

b) Sensitive site planning design which reflects the urban design guidelines and, among other features, will incorporate the following:

i. a landscape buffer will be established along the northeastern edge of the Plan Area to enhance compatibility between proposed residential and mixed uses, Humber Station Road and the rail corridor. The specific landscaping requirements will be determined by the Town based on the character and proposed programming of the area at the Site Plan Approval stage.

ii. establish inclusive streetscape and exterior façade of the built form along the Humber Station Road frontage, which supports an attractive street presence and provides a range of mobility options for residents and users.

7.16.7.1.6 Through the review of development applications and implemented through the Town's Zoning By-law, the Town will ensure landscaping along Humber Station Road compliments the character of the mixed-use area.

7.16.7.1.7 Development within the Mixed Use / High Density Area will be encouraged to compliment the adjacent innovation district and not hinder the opportunity for future expansion of the innovation district to lands along the east side Humber Station Road immediately south of the plan area, to King Street.

7.16.7.2 Commercial Development in Mixed Use / High Density Areas

7.16.7.2.1 Commercial development on lands designated Mixed Use / High Density in the Plan Area will be in accordance with the Official Plan, the Town's Industrial/Commercial Design Guidelines, and the policies in Section 7.16.7 of this Plan. Where there is a conflict between the policies of the

Official Plan, the Industrial/Commercial Design Guidelines and Section 7.16.7, the policies of this section will apply.

7.16.7.2.2 All General Commercial uses, as described in the Official Plan, will be permitted in the Mixed Use / High Density designation in the Plan Area.

7.16.7.2.3 Limited commercial uses within the Mixed Use / High Density designation may be permitted as standalone.

7.16.7.2.4 While the majority of commercial uses are intended to be located within the Mixed Use / High Density designation in the Plan Area, local commercial and service commercial uses are also permitted within the Medium Density designation throughout the Plan Area.

7.16.7.2.5 Automotive commercial uses, including drive-throughs will not be permitted within the Plan Area.

7.16.7.2.6 All commercial sites will be planned and designed as a pedestrian and cyclist- friendly and transit-oriented component of the Plan Area. Development of the commercial sites will be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.

7.16.7.2.7 Concurrent with submission of a site plan application for the commercial sites, the applicant will submit to the Town an urban design brief for that commercial site which will be consistent with the design language and intent of the Caledon Station Urban Design Guidelines.

7.16.7.2.8 The urban design brief will describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage and pedestrian/cyclist movement.

7.16.7.2.9 Buildings on the commercial lands will provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street will be upgraded and appear to front on to the second street.

7.16.8 Go Transit Hub

7.16.8.1 General Policies

7.16.8.1.1 Lands designated GO Transit Hub are located adjacent to the Mixed Use / High Density designation and the railway, east of Humber Station Road. These lands are located within the MTSA boundary.

7.16.8.1.2 On lands designated GO Transit Hub, transit-related and transit-supportive uses and facilities are permitted, subject to the protection of underground and above- ground utilities, including but not limited to:

a) station buildings and related office uses;

b) bus terminals;

c) passenger amenity areas and public open spaces;

d) passenger pick-up and drop-off areas; and

e) accessory retail and service commercial uses.

7.16.8.1.3 A GO Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Plan Area and implement the Major Transit Station Area policies from the Peel's Official Plan. The GO Transit Hub designation within the MTSA is intended to facilitate the planned GO Station and related uses required to support the extension of regional rapid transit service into Caledon.

7.16.8.1.4 The ultimate location and design of the GO Transit Hub / terminal facility must provide for safe, convenient and efficient transfers from local transit routes and for connections between inter-regional, intra-regional and local transit service in consultation with the Town and the respective transit service providers.

7.16.8.1.5 General planning principles related to the GO Transit Hub include:

a) The creation of a safe, attractive, transit oriented and pedestrian friendly community that supports and encourages a reduced demand on the road network system;

b) To build on the unique opportunity to develop a mixed-use community centred around the GO Transit Hub and related MTSA limits through co-operative efforts between the Town, the Region of Peel and Metrolinx to provide more sustainable, higher order inter-regional transit service to facilitate the development of a multi-modal transportation hub;

c) To develop an effective community interface along the east and west sides of Humber Station Road to facilitate convenient pedestrian, vehicle, cycling and transit accessibility;

d) Develop a street pattern and access options into the GO Transit Hub that adhere to the principles of compact and complete streets. This includes the establishment of a clearly defined central transit-oriented 'transit road' and 'pedestrian promenade,' both aimed at ensuring accessibility and movement for transit vehicles and pedestrians within the community. Consideration may also include an east/west road link, which may be subject to a separate EA process, providing direct access from Emil Kolb Parkway to the GO Transit Hub and community. This aims to discourage

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

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

7.16.8.1.7 As the GO Transit Hub is considered a vital component of the mixed-use core of the Caledon Station Community, it is also subject to the land use policies of the Mixed Use / High Density designation of this Plan, and those uses will be encouraged within the GO Transit Hub area of the Plan.

7.16.9 Noise and Vibration

7.16.9.1 General Policies

7.16.9.1.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon and the railway.

7.16.9.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

7.16.9.1.3 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.

7.16.9.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

7.16.9.1.5 Where possible, built form proposed for areas adjacent to the rail line, King Street and The Gore Road, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation,

for landowners.KThe applicant will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.

7.16.9.1.6 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 single loaded roadways and access laneways will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.

7.16.9.1.7 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads or the railway provided that such fences are designed to be integrated with the surrounding residential development.

7.16.9.2.1 This section establishes specific policies with respect to the railway corridor in the Plan Area.

7.16.9.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of a railway property line having a development component that includes sensitive land uses such as outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment will be required for any application for sensitive land use applications within the noise and vibration sensitive areas.

7.16.9.2.3 Applications for zoning by-law amendments, draft plans of subdivision or condominium, site plan approval, consents, or minor variances involving development for sensitive uses on lands within 300 metres of a railway property line in the Plan Area will be sent to the railway owner as part of the agency circulation of applications.

7.16.9.2.4 Implementation and maintenance of any required noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as noise warning clauses, will be secured through planning and legal mechanisms, to the satisfaction of the Town and in consultation with the railway owner. The required mitigation measures will not be located on Town and railway property without the consent of the owner(s).

7.16.9.3 Road Noise Policies

7.16.9.3.1 Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis.

7.16.9.4 Stationary Noise Policies

7.16.9.4.1 From a noise perspective, any development within the Mixed Use / High Density areas in the Plan Area are not expected to pose any significant constraints to the existing uses or future development of these areas if

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

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

7.16.10 Institutional (Elementary Schools)

7.16.10.1 Three elementary schools are designated as Institutional (Elementary Schools) on Schedule C-8 to this Plan.

7.16.10.2 The locations of the elementary schools in the Plan Area have been selected to reflect the role of school sites in supporting and complementing the goal of the Plan Area (complete, walkable community) and the opportunity to explore joint use initiatives with adjacent land uses (e.g. parks). Adjustments to the location, size and configuration of the new school sites will be permitted without requiring an amendment to this Plan, provided:

a) The goal of the Plan Area (complete, walkable community) is maintained; and

b) The opportunity to explore joint use initiatives with adjacent land uses is maintained, where possible.

7.16.10.3 The elementary schools are located on blocks that are 3.23 ha (8 ac) in size. Draft plans of subdivision will include the designated elementary school sites with a block size, configuration and frontage onto a street that is satisfactory to the relevant School Boards while ensuring the promotion of an efficient use of land, consistent with all other built forms within this transit-oriented community, to encourage innovative school accommodation solutions.

7.16.10.4 An amendment to the Secondary Plan shall not be required if a different school block size is determined to be required / sufficient to the satisfaction of the relevant School Board through future planning processes.

7.16.10.5 The new designated elementary schools in the Plan Area should have frontage on a Local Collector Road that supports active transportation and has a minimum 22.0 metre right-of-way or a minimum 10 metre paved roadway.

7.16.10.6 New school sites or part thereof that are determined to be not required by the relevant School Board may be developed for low and/or medium density residential uses, provided that such residential development has demonstrated compliance with the approved community-wide DSSP.

7.16.10.7 New school sites in the Plan Area will be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of subdivision stage to facilitate residential development should the school site not be required by the relevant School Board.

7.16.10.8 School Boards will be encouraged to implement measures to protect, maintain or enhance the urban forest tree canopy cover on school sites, in keeping with the Caledon Station Urban Design Guidelines and the Town's Green Development Standards.

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

7.16.10.10 Shared open spaces between schools and municipal parks should be encouraged.

7.16.11 Open Space Policy Area (Municipal Parks)

7.16.11.1 General Policies

7.16.11.1.1 The Open Space Policy Area designation in the Plan Area as shown on Schedule C-8 and C-8B is comprised of municipal parks organized into the following four (4) categories:

a) Community Parks

b) Neighbourhood Parks

c) Urban Squares and Parkettes

d) Publicly Accessible Spaces (POPS)

7.16.11.1.2 Development of municipal park sites in the Plan Area will be in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and Section 7.16.12, the policies of this section will prevail.

7.16.11.1.3 The placement of municipal parks within the Plan Area should be purposefully aligned with the overarching goals of the Plan Area, emphasizing their vital role in supporting and enhancing the envisioned objectives. Additionally, exploring collaborative opportunities for joint use initiatives with neighboring land uses is encouraged, aiming to maximize the multifaceted benefits derived from these shared spaces.

7.16.11.1.4 Minor adjustments to the location and configuration of the municipal park sites may be considered to reflect the differences in scale and level of detail available through the preparation of the development staging and sequencing plan. Minor adjustments to the location, size and configuration of the municipal park sites will be permitted without requiring an amendment to this Plan, provided:

a) The Goal of the Plan Area (complete, walkable community) is maintained; and

b) The opportunity to explore joint use initiatives with adjacent land uses is maintained; and

c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area.

7.16.11.1.5 Municipal park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Environmental Policy Area in the Plan Area as a compatible adjacent land use.

7.16.11.1.6 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites will protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Environmental Policy Area. The landowner will confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist as part of any Plan of Subdivision proposal.

7.16.11.1.7 The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Environmental Policy Area and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area.

7.16.11.2 Urban Forest

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

a) No net negative impacts by requiring an arborist report / tree inventory and protection plan, as necessary, that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement to the satisfaction of the Town in compliance with the Town's tree compensation requirements;

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

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

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

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

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

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

h) A diversity of tree species is used, including species resilient to a changing climate; and Non-native tree and shrub species that are invasive are not used.

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

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

7.16.11.2.3 All public infrastructure work will be required to develop an arborist report / tree inventory and protection plan, as necessary, that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement or cash-in-lieu, to the satisfaction of the Town in compliance with the Town's tree compensation requirements.

7.16.11.3 Community Parks

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

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

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

walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

7.16.11.4 Neighbourhood Parks

7.16.11.4.1 Neighbourhood Parks will be subject to the following policies:

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

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

b) Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets.

c) Provide equitable access to parkland within a 500-metre distance to residential areas.

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

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

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

a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;

b) Contribute positively to the public open space system;

c) Be located and designed to promote pedestrian and bicycle movement and amenity;

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

e) The Town may consider POPS towards parkland dedication requirements for a development approval.

7.16.12 Cultural Heritage Conservation

7.16.12.1 General Policies

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

a) Archaeology;

b) Built heritage resources; and

c) Cultural heritage landscapes.

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

7.16.12.2 Archeology

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

7.16.12.3 Built Heritage Resources and Cultural Heritage Landscapes

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

7.16.12.4 Integration of Cultural Heritage Resources

7.16.12.4.1 In evaluating development applications, the Town will require the conservation and integration of cultural heritage resources in accordance with Official Plan policies.

7.16.12.4.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town will require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:

a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;

b) The installation of interpretive plaques, public art and other forms of commemoration;

c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,

d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

7.16.12.4.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the Ontario Heritage Act for their cultural heritage value and interest."

7.16.12.4.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements for all identified cultural heritage resources will be provided by the development proponent(s) for development applications directly impacting cultural heritage resources.

7.16.12.4.5 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

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

7.16.13 Transportation

7.16.13.1 General Policies

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

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

7.16.13.2 Roads

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

7.16.13.2.2 Notwithstanding Policy 7.16.13.2.1, road right-of way widths for the Plan Area, including Humber Station Road, will be established through future planning processes and detailed review including the DSSP, draft plans of subdivision and related Transportation Study, and may be area-specific and modified from right- of-ways established through the Town's Official Plan and shall not require an amendment to this Plan.

7.16.13.2.3 Prior to registration of the first plan of subdivision in the Plan Area, the road improvements and new road construction will be completed, as necessary or as otherwise agreed to by the Town's Chief Planner, in accordance with a Transportation Impact Study that identifies and provides as assessment of
connections to the existing road network, as well as the required timing and phasing of upgrades to existing and planned roads and intersections identified in the Caledon Station Transportation Study.

7.16.13.2.4 Other implementation and design details with respect to the conceptual road network in the Plan Area, as may be suggested by the final Caledon Station Transportation Study, the respective municipal class environmental assessments if necessary and Caledon Station Community Design Plan, will be considered in the preparation of the community-wide DSSP.

7.16.13.2.5 Minor adjustment to the location of the conceptual collector road network, as shown on Schedule C-8 and Schedule C-8B, will be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area (complete community), is maintained.

7.16.13.2.6 Traffic calming measures will be considered with the advancement of development and plans of subdivision within

the Plan Area.

7.16.13.2.7 Town arterial, collector, local roads and crossings of the Environmental Policy Area will be located to avoid and/or minimize encroachment into or fragmentation of the Environmental Policy Area. They will also be designed to eliminate and/or mitigate potential adverse impacts to environmental hazards (i.e. flooding, slope stability and stream erosion) and important ecological and hydrological functions of the Environmental Policy Area and its components.

7.16.13.2.8 Cul-de-sac roads may be permitted within the Plan Area where a through Where there is a conflict, the policies of this Plan shall apply.

7.16.13.2.9 The design of Town collector and Town arterial intersections will protect for future signalization. Signal warrants, and related design details of this will be confirmed as part of future Draft Plan of Subdivision process(es).

7.16.13.2.10 Reference to the Caledon Station Urban & Architectural Guidelines (NAK Design, May 2023 or subsequent updates) will be made for any built form along arterial and collector roads within the Plan Area, to ensure buildings will be designed to be complimentary to the design of the public realm, and building elevations exposed to public view will be designed to ensure that attractive, harmonious streetscapes are realized.

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

7.16.13.2.12 Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.

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

7.16.13.3 Road Rights-of-Way

7.16.13.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by the Official Plan and 7.16.13 of this Plan. Where there is a conflict, the policies of this Plan shall apply.

7.16.13.3.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional

rights-of-way requirements will be determined during the development application stage and will become part of the required rights-of-way.

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

7.16.13.3.4 Low impact development (LID) practices will be incorporated within street rights- of-way to meet the requirements of the Consolidated Linear Infrastructure Environmental Compliance Approval. Potential LID solutions include bioretention planters, perforated pipe systems, precast tree planters with bioretention soil media and others as deemed appropriate in the FSR.

7.16.13.4 Public Transit

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

7.16.13.4.2 Town arterial and collector roads will accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.

7.16.13.4.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how the proposed development addresses the following:

7.16.13.4.4 Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and

7.16.13.4.5 Transit stops will be located so that all residents and employees are predominantly within a 400-metre walking distance of a transit stop.

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

7.16.13.5 Transportation Demand Management

7.16.13.5.1 Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.

7.16.13.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed-use development is permitted, where there is significant density of development and good accessibility to transit.

7.16.13.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of- trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle.

7.16.13.5.4 A TDM plan prepared in connection with any Draft Plan of Subdivision will plan to achieve an active transportation modal split to enhance the capacity of the transportation system and optimize road network efficiency within the Plan Area.

7.16.13.6 Pedestrian and Cycling Network

7.16.13.6.1 The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.

7.16.13.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:

a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods, including prioritizing off-road cycling facilities;

b) To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;

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

7.16.13.7 Recreational Trail Network

7.16.13.7.1 Recreational trails related to the natural heritage and open space systems in the Plan Area and beyond will be considered, where possible, part of

the pedestrian and cycling network.

7.16.13.7.2 Recreational trails will be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, greenway corridors and stream corridors, where appropriate.

7.16.13.7.3 Recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon and provincial accessibility standards.

7.16.13.8 Sidewalks

7.16.13.8.1 Generally, the provision of sidewalks and all active transportation facilities in the Plan Area will be as follows:

a) Town arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;

b) Local Streets: Sidewalks will be provided on one side of the street unless otherwise directed by the Town; and,

c) Laneways: No sidewalks will be required.

7.16.13.9 Parking

7.16.13.9.1 Permanent, large areas of surface parking will be discouraged. Alternative parking layout analysis may be prepared by a qualified site design architect. In the event there is no alternative to such large parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

7.16.13.9.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.

7.16.13.9.3 Loading spaces will not be permitted along street frontages / interfaces.

7.16.13.9.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

7.16.13.10 Electric Vehicle Infrastructure

7.16.13.10.1 The inclusion of electric vehicle infrastructure including charging stations will be encouraged in the design of any future parking area in future development plans, including plans of subdivision and site plans, within the Plan Area.

7.16.13.10.2 The implementing Zoning By-Law and/or Green Development Standards may determine minimum electric vehicle infrastructure requirements where

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

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

7.16.14 Environmental Policy Area

7.16.14.1 General Policies

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

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

7.16.14.1.2 A minimum 10 metre buffer width will be provided from the greater of all features and hazards:

a) The predicted crest of slope or valley and watercourse corridors; if the valley slope is stable, from the top of valley bank; if the valley slope is not stable, from the predicated long term stable slope;

b) The regulatory floodplain;

c) The predicted meander belt of the watercourse, expanded as required to convey major systems flows and/or to maintain riparian stream functions; and

d) The dripline of woodland, woodlands, urban forest feature, or other significant vegetation.

7.16.14.1.3 A minimum 10 to 15 m metre buffer width will be provided from the limit of a wetland, however the final buffer width and permitted uses within feature and hazard buffer requirements, such as recreational trails or road right-of-ways, should be determined based on the recommendations of the Community-wide Final CEISMP, or evaluated through an addendum to the Community-wide Final CEISMP for non-participating landowners, through the development approval process, if applicable.

7.16.14.1.4 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and TRCA, minor grading may be supported. Grading impacts in the environmental buffers to address changes to the Regulatory Floodplain resulting from the updated flood flow rates may be supported. Minor Grading impacts in the environmental buffer should be compensated to ensure no net loss to the function or area of the natural heritage system.

7.16.14.1.5 In furtherance of the environmental goals of this Plan, landowners are encouraged to use green infrastructure strategies, such as Low Impact Development, wherever feasible. No encroachment will be permitted within the required setbacks and buffers.

7.16.14.1.6 The natural heritage system components in the Plan Area that are not owned by the Town or a Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.

7.16.14.1.7 The Environmental Policy Area will be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Final Community-Wide CEISMP.

7.16.14.1.8 Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to an addendum to the Community-Wide Final CEISMP to be approved by the Town, Region of Peel, and TRCA. Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.

7.16.14.1.9 Permitted uses and activities in the EPA will be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage and site alteration to accommodate the above uses.

7.16.14.1.10 Stormwater management facilities, including low impact development practices, will not be permitted within natural heritage features or their associated environmental buffers. Related stormwater infrastructure, such as headwalls and outlets, will be sited appropriately and may be permitted, subject to:

a) the provision of compensation to ensure not net loss to the natural heritage system with appropriate restoration and mitigation based on recommendations from the Final CEISMP;

b) in alignment with TRCA policies, and

c) approved by the Town and TRCA at the Draft Plan Stage or through the development approval process.

7.16.14.1.11 Pedestrian and cyclist linkages between the EPA, Open Space Policy Area and school sites will be provided where it has been demonstrated not to adversely impact the functions of the natural heritage system as evaluated through -Final Community-wide CEISMP.

7.16.14.1.12 The pedestrian and cyclist linkages will generally be identified in the Urban Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.

7.16.14.1.13 Illumination of parking, park or other adjacent facilities will be directed away from the EPA and illumination of trails will be minimized to reduce disturbance to wildlife to the greatest extent practical.

7.16.14.1.14 Transportation infrastructure crossing the natural heritage system will include design elements and infrastructure to reduce wildlife injury and mortality.

7.16.15 Municipal Services, Public Utilities and Telecommunications

7.16.15.1 General Policies

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

a) Municipal water and wastewater services;

b) Stormwater management facilities; and

c) Public utilities and telecommunications.

7.16.15.2 Municipal Water and Wastewater Services

7.16.15.2.1 All new development in the Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Community-Wide FSR, to the satisfaction of Peel Region.

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

7.16.15.2.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will

be made available, where feasible.

7.16.15.3 Stormwater Management and Low Impact Development

7.16.15.3.1 Stormwater management facilities servicing the Plan Area will be developed in consultation with the Conservation Authority, the Town and other government agencies, as applicable.

7.16.15.3.2 Adjustments to the number, size, design, location and configuration of the stormwater management facilities as shown on Schedule C-8 to this Plan may be assessed through the preparation of the Final Community-Wide FSR. Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.

7.16.15.3.3 Stormwater management facilities to support the development of Caledon Station may be located beyond the limits of the Secondary Plan Area so long as the final location is justified through studies such as the Final Community-Wide FSR, Local Subwatershed Study or an equivalent, and an Urban Design Brief, and shall be designed in accordance with other policies contained within the Town Official Plan and the Caledon Station Secondary Plan.

7.16.15.3.4 The submission of the following plans and reports will be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed development. All reports shall be prepared in accordance with the Final Community-Wide CEISMP and Final Community-Wide FSR, including:

a) Stormwater management report and plan

b) Erosion and sediment control plan

c) Servicing plans

d) Grading plans

e) Geotechnical reports

f) Hydrogeologic reports; and

g) Other technical reports as deemed necessary.

Should lands advance through a site-specific development application, including a draft plan of subdivision or site plan application, that were not studied in the Final Community-Wide CEISMP and Final Community-Wide FSR, the applicant/landowner must submit an addendum to these studies to relate to those lands.

7.16.15.3.5 The Final Community-wide FSR shall apply a range of stormwater management practices including Low Impact Development techniques

to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat in alignment with the recommendation of the Final Community- wide CEISMP. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures as:

a) Permeable hardscaping

b) Bioretention areas

c) Exfiltration systems

d) Bioswales and infiltration trenches

e) Third pipe systems

f) Vegetation filter strips

g) Green roofs (multi-unit buildings)

h) Rainwater harvesting

i) Other potential measures.

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

7.16.15.3.6 The stormwater management system will consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and higher frequency of extreme precipitation events.

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

7.16.15.3.8 In considering options for stormwater management, the following policies will apply:

a) Location of stormwater management facilities with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives will be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods.

b) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Environmental Policy Area and to contribute to the achievement of

net ecological gain.

c) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the Environmental Policy Area, in accordance with the Community-Wide CEISMP.

d) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space.

e) Minimize the number of management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town.

f) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town.

g) To maintain the ecological integrity of the EPA and natural heritage system, particularly the pre-development water-cycle, water balance and base flow, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in the Plan Area, where feasible.

7.16.15.3.9 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Environmental Compliance Approval, as amended, and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the Sustainable Technologies Evaluation Program Low Impact Development Stormwater Management Planning and Design Guide.

7.16.15.3.10 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.

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

7.16.15.3.12 Stormwater infrastructure that meets the Consolidated linear

infrastructure (CLI) ECA requirements will be located within publicly accessible lands to ensure access for operation and maintenance purposes.

7.16.15.4 Public Utilities, Public Facilities and Telecommunications

7.16.15.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Plan Area provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

7.16.15.4.2 A future fire station has been depicted on Schedule C-8 to this Plan as a symbol. Adjustments to the fire station siting and sizing will be permitted without requiring an amendment to this Plan.

7.16.15.4.3 Public utility, public facility and telecommunications infrastructure that are proposed in the EPA designation are subject to the Official Plan.

7.16.15.4.4 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

7.16.15.4.5 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.

7.16.15.5 Intelligent Community

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

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

7.16.16 Green Development & Climate Resilience

7.16.16.1 Energy & Climate Change Mitigation

7.16.16.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of

natural gas will be discouraged in the Plan Area.

7.16.16.1.2 New development will advance the recommendations of the Energy and Emissions Study for the Caledon Station lands to achieve a near net zero community design, including further study where needed to support implementation.

7.16.16.1.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps.

7.16.16.1.4 Within the Plan Area, a majority of the available roof area of new development will be encouraged to be dedicated to rooftop solar technologies such as photovoltaic or solar thermal, and combined with Green Roofs, where appropriate.

7.16.16.1.5 Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

7.16.16.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e., solar ready).

7.16.16.1.7 The Town will promote energy efficient and low carbon building design for residential and non-residential buildings through Green Development Standards in new developments.

7.16.16.1.8 The Town and applicant will work with Hydro One, the IESO and non-regulated utilities to build out distributed energy systems that can support low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

7.16.16.2 Water Efficiency

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

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

7.16.16.3 Climate Adaptation

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

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

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

a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long- term impacts to assets and populations;

b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;

c) Adapting storm drainage systems to manage an increase in annual precipitation and extreme precipitation events;

d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds;

e) Reducing reliance on increasingly constrained potable water resources;

f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and

g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

7.16.14.4.1 Green Development Standards

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

7.16.17 Provincial Minimum Distance Separation

7.16.17.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setbacks (the MDS Setback Area) for 2 farms just north of the Caledon Station Plan Area, extends into the Plan Area.

7.16.17.2 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the MDS Setback Area as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

7.16.18 Region of Peel Health Assessment

7.16.18.1 All development applications in the Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region.

7.16.18.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

7.16.19 Land Acquisition and Dedication

7.16.19.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the expropriation of lands required to implement the road network and the municipal park program in the Plan Area, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure or community facilities.

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

7.16.19.3 Where roads or portions of roads are closed or deemed surplus by the Town through the development of Caledon Station, the portion of those closed or surplus roads directly abutting adjacent privately owned lands will be conveyed gratuitously to that adjacent landowner if those adjacent lands have been subject to a widening or have provided other such conveyance pursuant to this plan for the purpose creating a new road or

extending an existing road.

7.16.19.4 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

7.16.20 Implementation

7.16.20.1 The Official Plan implementation policies will apply to the Caledon Station Secondary Plan.

7.16.20.2 Minor adjustments to land use designation boundaries and the location of streets may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.16.20.3 The redevelopment of existing non-conforming uses to uses that are consistent with the vision, goal and objectives of the Caledon Station Secondary Plan will be encouraged.

7.17 MAYFIELD WEST PHASE 3 STAGE 1 SECONDARY PLAN

OPA 283

7.17.1 Introduction

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

7.17.2 Location

The lands subject to this Secondary Plan are known as the Mayfield West Phase 3 Stage 1 lands and are identified on Schedule "B". This area is bounded by Hurontario Street (Highway 10) to the west, Old School Road to the north, the Greenbelt Plan Area to the east, and the existing Mayfield

West Phase 1 Secondary Plan boundary to the south. The lands are comprised of an area approximately 100 ha (247 ac) in size and are legally described as Part of Lots 21 and 22, Concessions 1 and 2, EHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.17.3 Goals and Objectives

7.17.3.1 Goal

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

7.17.3.2 Objectives

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

a) Create opportunities for a broad mix and range of housing types that are suitable for different incomes, ages, lifestyles, and families;

b) Establish a healthy, vibrant, mixed-use environment that attracts year-round activities;

c) Create an attractive, high quality streetscape and built form design that links the Plan Area with the existing Mayfield West settlement area and beyond;

d) Establish a range and mix of housing types, densities, sizes and tenures to ensure the provision of affordable housing, including contributing towards the achievement of Regional housing targets;

e) Provide parks and open spaces which are accessible and facilitate active and passive recreation;

f) Protect and enhance significant and sensitive natural heritage features within a protected natural heritage system,

g) Integrate and connect open spaces into the design of neighbourhoods while ensuring the protection of ecological systems;

h) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;

i) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;

j) Provide an inter-connected transportation network, that includes road, pedestrian, cycling and transit infrastructure, that connects to the surrounding arterial road system, provides active transportation opportunities and promotes transit;

k) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable.

l) Identify and conserve cultural heritage resources, incorporating those resources and elements into the community design;

m) Integrate smart community technologies that establish broadband connectivity for an improved quality of life through learning, work and play;

n) Address climate change adaptation (e.g., responding to extreme weather events) and mitigation;

o) Implement sustainable and resilient plans, technologies and design approaches, including low-impact development strategies;

p) Foster a sustainable environment for employment and economic development;

q) Plan for well being (physical, mental, social) through the design of people-centric spaces that are safe, accessible, affordable and age-friendly.

7.17.4 Growth Management Strategy

7.17.4.1 General Policies

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

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

Table 7.18 Mayfield West Phase 3-Stage 1 Plan Area Population and Employment Targets Population	4,130
Population related jobs (1)	460
Total	**4,590**
Land Area (hectares) (2)	68
Minimum Density (combined population & jobs/hectare)	67.5

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

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

7.17.4.1.3 The total number of residential homes in the Plan Area shall achieve the planned minimum population of approximately 4,130 across the Plan Area.

7.17.4.1.4 The Town will ensure compliance with the population and employment targets through the draft plan of subdivision and Site Plan Approval process.

7.17.5 Basis of the Secondary Plan

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

a) Agricultural Impact Assessment;

b) Architectural Design Guidelines;

c) Climate Adaptation Plan;

d) Community Energy and Emission Reduction Plan;

e) Cultural Heritage Survey Report;

f) Environmental Noise Feasibility Study;

g) Fiscal Impact Study;

h) Initial Functional Servicing and Stormwater Management Report;

i) Healthy Development Assessment;

j) Housing Assessment;

k) Initial Community-Wide Comprehensive Environmental Impact Study and Management Plan (CEISMP);

l) Mobility Plan;

m) Phase One Environmental Site Assessment;

n) Planning Justification Report;

o) Preliminary Geotechnical Investigation and Slope Stability Assessment;

p) Preliminary Hydrogeological Investigation;

q) Transportation Considerations Report; and,

r) Urban Design Brief.

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

7.17.5.1.2 Prior to draft approval of any plan of subdivision application and/or approval of the first site plan application in the Plan Area, the plans/studies listed in Section 7.16.5.1 may need to be refined to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff. Further direction is provided in Section 7.16.20 of this secondary plan. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.

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

7.17.5.1.4 Through the pre-consultation process for specific development applications (e.g. plans of subdivision, zoning by-law amendments and site plans), the Town will identify site-specific plans/studies/documents which are required to be submitted as part of a complete application.

7.17.6 General Development

7.17.6.1 Community Design

7.17.6.1.1 The Plan Area will be designed to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.

7.17.6.1.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and approved Mayfield West Phase 3 Stage 1 Urban Design Brief and Architectural Design Guidelines.

b) The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.

c) The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.

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

7.17.6.1.4 Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.

7.17.7 Residential

7.17.7.1 General Policies

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

a) Low Density Residential Area; and

b) Mixed High/Medium Density Residential Area

7.17.7.1.2 Residential development in the Plan Area will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this secondary plan, the policies of this secondary plan including Table 7.16 will prevail.

7.17.7.1.3 With respect to residential development in the Plan Area, the calculation of net density will be based on the land area proposed to be developed for residential units, exclusive of public rights-of-way, railway rights-of-way, school blocks, park blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks.

7.17.7.1.4 Residential development in the Plan Area shall contribute to achieving the new housing unit targets shown in Table 4 of the 2051 Region of Peel Official Plan as determined though the Peel Housing and Homelessness Plan and the Regional Housing Strategy. The community must provide a variety of housing options and encouraged to accommodate ownership and rental tenure, secondary and accessory units and housing to meet various income levels.

7.17.7.1.5 Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted.

7.17.7.1.6 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use rear-lane housing, flankage lots, window streets, service roads, berms and landscaping adjacent to these roads.

7.17.7.1.7 Houses located in visually prominent positions in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be subject to more detailed design to emphasize the quality and character of the community. The Architectural Design Guidelines shall identify the design treatment for such lots and will indicate the implementation process associated with these Guidelines.

7.17.7.1.8 Accessory apartments or accessory dwelling units will be permitted in the Low Density Residential Area and Mixed High/Medium Density

Residential Area land use designations, in accordance with the Town's Zoning By-law.

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

7.17.7.2 Affordable Housing

7.17.7.2.1 The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time. The development shall contribute to the following targets:

a) That 25% of all new housing units are rental tenure.

b) That 50% of all new housing units are in forms other than detached and semi-detached houses.

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

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

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

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

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

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

7.17.7.2.8 Notwithstanding the policies for each residential and mixed use designation, to increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing will be permitted within any designation that permits residential uses.

7.17.7.2.9 Landowners in the Plan Area shall provide approximately a minimum of 0.4 ha (1.0 ac) of land within the Secondary Plan for affordable housing purposes for conveyance to the Region of Peel in fulfilment of the Town and Region housing policies and Peel-wide housing targets as per the Region of Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.

7.17.7.2.9.1 The location, size, configuration, and frontage of these lands shall be identified in the Community-Wide DSSP to the satisfaction of the Region of Peel and shall be on lands within the Mixed High/Medium Density Residential Area land use designation.

7.17.7.2.9.2 These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.

7.17.7.3 Low Density Residential Area

7.17.7.3.1 Lands designated Low Density Residential Area on Schedule B-3 will be developed predominantly for ground oriented housing including single detached houses, semi-detached houses, street townhouses, rear-lane townhouses, and back to back townhouses.

7.17.7.3.2 The minimum net density of development in the Low Density designation will be 30 units per net hectare.

7.17.7.3.3 For lands designated Low Density Residential Area the maximum height of any residential building will be three storeys.

7.17.7.4 Mixed High/Medium Density Residential Area

7.17.7.4.1 Lands designated Mixed High/Medium Density Residential Area on Schedule B-3 may be developed for a full range of townhouses, including rear-lane townhouses, stacked townhouses, back-to-back townhouses, live/work townhouses, apartment and mixed-use buildings, housing for seniors, including retirement homes and long term care homes.

7.17.7.4.2 Notwithstanding Section 7.16.7.4.1, single detached and semi-detached dwelling types may be considered within the Mixed High/Medium Density Residential Area designation, provided the minimum density is met.

7.17.7.4.3 Notwithstanding Section 7.16.7.4.1 local, small-scale commercial and service commercial uses which are supportive of and compatible with residential uses, may be considered within the Mixed High/Medium Density Residential Area designation, subject to the implementing Zoning By-Law.

7.17.7.4.4 The minimum net density of development in the Mixed High/Medium Density Residential Area designation will be 50 units per net hectare. Minimum density will be measured collectively across all lands designated Mixed High/Medium Density Residential Area designated in the Secondary Plan Area, exclusive of public rights-of-way, school blocks, park blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks. For the purposes of calculating net density, an

accessory apartment or accessory dwelling unit will not be considered dwelling units.

7.17.7.4.5 The height of apartment and mixed-use buildings in the Mixed High/Medium Density Residential Area designation shall be 4 to 12 storeys and the maximum height for development will be specified in the Zoning By-law.

7.17.7.4.6 Where mid-rise apartments abut lands in a Low Density Residential Area designation, site design considerations will be undertaken to ensure compatibility between housing forms is provided.

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

7.17.7.5.1 Commercial development on lands designated Mixed High/Medium Density Residential Area and located fronting Old School Road and east of Kennedy Road will be in accordance with the commercial policies of the Official Plan, the Town's Industrial/Commercial Design Guidelines, and the policies in Section 7.16.7 of this Secondary Plan. Where there is a conflict between the commercial policies of the Official Plan or the Industrial/Commercial Design Guidelines and Section 7.16.7 of this Secondary Plan, the policies of this Secondary Plan will apply.

7.17.7.5.2 All General Commercial uses, as described in the Official Plan, will be permitted in the Mixed High/Medium Density Residential Area designation in the Plan Area.

7.17.7.5.3 Limited commercial uses within the Mixed High/Medium Density Residential Area designation located at the intersection of Old School Road and Kennedy Road may be permitted in standalone buildings.

7.17.7.5.4 While the majority of commercial uses are intended to be located within the Mixed High/Medium Density Residential Area designation at the corner of Old School Road and Kennedy Road, local commercial and service commercial uses are also permitted within the Mixed High/Medium Density Residential Area designation throughout the Plan Area.

7.17.7.5.5 Automotive commercial uses, including drive-throughs will not be permitted within the Plan Area.

7.17.7.5.6 All commercial sites will be planned and designed as a pedestrian and cyclist-friendly and transit-oriented component of the Plan Area. Development of the commercial sites will be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.

7.17.7.5.7 Buildings containing commercial uses will provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street will be upgraded and appear to front on to the second street.

7.17.8 Institutional Area

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

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

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

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

7.17.9 Open Space Policy Area

7.17.9.1 General Policies

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

a) One Community Park; and

b) Three Neighbourhood Parks;

7.17.9.1.2 Development of municipal park sites in the Plan Area will be in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

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

7.17.9.1.4 Minor adjustments to the location and configuration of the municipal park sites may be considered to reflect the differences in scale and level of detail available through the draft plan of subdivision stage. Minor adjustments to the location, size and configuration of the municipal park sites will be permitted without requiring an amendment to this Plan, provided:

a) The Goal of the Plan Area (complete, walkable community) is maintained;

b) The opportunity to explore joint use initiatives with adjacent land uses is maintained; and

c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area based on legislated requirements.

7.17.9.1.5 Municipal Park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Environmental Policy Area in the Plan Area as a compatible adjacent land use.

7.17.9.1.6 The provision of privately-owned, publicly accessible spaces (POPS) will be highly encouraged within the Mixed High/Medium Density Residential Area designation. These will:

a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;

b) Contribute positively to the public open space system;

c) Be located and designed to promote pedestrian and bicycle movement and amenity;

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

e) May be considered as satisfying parkland dedication requirements for a development approval on a case-by-case basis.

7.17.9.1.7 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites will protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Environmental Policy Area. The landowner will confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist as part of any Plan of Subdivision proposal.

7.17.9.1.8 The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Environmental Policy Area and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area to encourage active transportation throughout the entire community.

7.17.9.1.9 In furtherance of the environmental goals of this Plan, landowners are encouraged to use green infrastructure strategies, such as Low Impact Development, wherever feasible. To facilitate this, the Town may consider green infrastructure to be located within required setbacks, buffers and/or parkland provided that the Town is satisfied that the proposed green infrastructure will be deployed in a manner that protects public safety and ensures no negative impact on the intended function of the required setback, buffer and/or parkland.

7.17.9.1.10 Where infrastructure essential to stormwater management and/or green infrastructure is approved to be located within a required setback, buffer

and/or parkland, the presence of such infrastructure will not constitute an encumbrance for the purposes of determining zoning compliance and/or parkland dedication pursuant to Sections 42 and 51.1 of the Planning Act, as applicable, provided that the intended function of the relevant required setback, buffer or parkland is not negatively impacted.

7.17.9.2 Community Parks

7.17.9.2.1 The Community Park in the Secondary Plan is intended to provide open space at the community scale, provide active outdoor and recreational opportunities for residents.

7.17.9.2.2 The Community Park:

a) will be located in areas planned to be serviced by public transit

b) will be located with a minimum of 50% of its boundary line abutting a public street

c) will have a minimum size of 1.9 hectares .

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

7.17.9.3 Neighbourhood Parks

7.17.9.3.1 Neighbourhood Parks will be subject to the following policies:

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

b) The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and access;

c) Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets; and

d) Neighbourhood Parks will be a minimum size of 0.5 hectares.

7.17.10 Environmental Policy Area

7.17.10.1 General Policies

7.17.10.1.1 The Environmental Policy Area (EPA), as shown on Schedule B-3, contains the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, valley and stream corridors and associated environmental buffers.

This section establishes specific policies for the EPA that will ensure a functional and connected natural heritage system that protects and enhances

key natural heritage features and areas in and adjacent to the Secondary Plan Area.

7.17.10.1.2 A minimum 10 metre buffer width will be provided from the limit of all natural heritage features and hazards.

7.17.10.1.2.1 The final buffer width and permitted uses within feature and hazard buffers, such as recreational trails, LIDs, or road right-of-ways, should be determined based on the recommendations of the Final Community-wide CEISMP, or evaluated through an Addendum to the Final Community-wide CEISMP for non-participating landowners, through the development approval process, if applicable.

7.17.10.1.2.2 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and Toronto and Region Conservation Authority (TRCA), minor grading may be supported. Mitigation of adverse impacts resulting from grading in the environmental buffer will be required to ensure no net loss to the function of the natural heritage system.

7.17.10.1.3 The natural heritage system components in the EPA that are not owned by the Town or TRCA will be gratuitously conveyed, free and clear of encumbrances, to the Town.

7.17.10.1.4 The lands within the Environmental Policy Area will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Final Community-Wide CEISMP.

7.17.10.1.5 Minor adjustments to the boundaries of the EPA in the Plan Area may be considered subject to site-specific study and approval by the Town, Region of Peel, TRCA, or the Province, as applicable. Minor adjustments to the boundaries of the EPA in the Plan Area will be permitted without requiring an amendment to this Plan.

7.17.10.1.6 Permitted uses and activities in the EPA will be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays, signage and site alteration to accommodate the above uses.

7.17.10.1.7 Essential stormwater infrastructure and LIDs may be permitted in the EPA in accordance with a Final Community-wide CEISMP, to the satisfaction of the Town of Caledon and TRCA.

7.17.10.1.8 Pedestrian and cyclist linkages between the EPA, Open Space Policy Area and school sites will be provided where it has been demonstrated that there are no adverse impacts to the functions of the natural heritage system. These linkages will be evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies, or a Final Community-wide

CEISMP as appropriate, and submitted and approved through the draft plan of subdivision process or other applicable development approval processes.

7.17.10.1.9 The pedestrian and cyclist linkages will generally be identified in the Urban Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.

7.17.10.1.10 Illumination of parking, park or other adjacent facilities will be directed away from the EPA.

7.17.11 Future Corridor Protection Area

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

7.17.11.2 Further, prior to the servicing of lands within the FAA/NAI, the FAA/NAI shall be lifted from the identified lands or confirmation shall be received from the Ministry of Municipal Affairs and Housing that the servicing and/or development of the identified lands may proceed.

7.17.12 Cultural Heritage Conservation

7.17.12.1 General Policies

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

a) Archaeology;

b) Built heritage resources; and

c) Cultural heritage landscapes.

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

7.17.12.2 Archaeology

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

7.17.12.3 Built Heritage Resources and Cultural Heritage Landscapes

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

a) 12891 Hurontario Street;

b) 12909 Kennedy Road; and

c) 12895 Kennedy Road

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

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

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

7.17.12.4 Integration of Cultural Heritage Resources

7.17.12.4.1 Built heritage resources shall be integrated into new development and shall be provided with an appropriate lot size to ensure that all the heritage attributes of the property can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.

7.17.12.4.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town may require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:

a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;

b) The installation of interpretive plaques, public art and other forms of commemoration;

c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,

d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

7.17.12.4.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the *Ontario Heritage Act* for their cultural heritage value and interest.

7.17.12.4.4 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

7.17.13 **Transportation**

7.17.13.1 General Policies

7.17.13.1.1 Transportation infrastructure in the Plan Area will be developed to connect to the existing transportation network in the Mayfield West community and beyond. This includes ensuring that the development of the lands and the associated transportation network are comprehensive and provide for:

a) the extension of and connections to the transit system;

b) cycling infrastructure;

c) sidewalks and pedestrian path and trails; and

d) vehicle connections.

7.17.13.2 Roads

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

7.17.13.2.2 Prior to registration of the first plan of subdivision in the Plan Area, the road improvements and new road construction as recommended by the final Plan Area Mobility Plan (August 2023) will be completed, as necessary or as otherwise agreed to by the Town.

7.17.13.2.3 Minor adjustment to the location of the conceptual road network, as shown on Schedule B-3, will be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area is maintained and provided municipal design standards are met.

7.17.13.2.4 Traffic calming measures will be considered with the advancement of development and plans of subdivision within the Plan Area.

7.17.13.2.5 All residential neighbourhoods will have a minimum of two road connections to the arterial road network. Where two road connections to the arterial road network are not possible, alternate arrangements shall be made to the satisfaction of the Town without amendment to the Plan.

7.17.12.2.6 Public cul-de-sac roads are not permitted except in situations where the location of the Environmental Policy Area and/or locations of parks or infrastructure result in a cul-de-sac road as the best option.

7.17.13.3 Road Rights-of-Way

7.17.13.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

7.17.13.3.2 Notwithstanding the policies of the Official Plan, the required road right-of-way width for the portion of Kennedy Road within this Secondary Plan Area shall be a minimum of 26.0 metres.

7.17.13.3.3 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements will be determined during the development application stage and will become part of the required rights-of-way.

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

7.17.13.4 Public Transit

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

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

7.17.12.4.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how the proposed development addresses the following:

a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and

b) Transit stops will be located so that all residents and employees are predominantly within a 400-metre walking distance of a transit stop.

7.17.13.5 Transportation Demand Management

7.17.13.5.1 Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.

7.17.13.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.17.13.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle.

7.17.13.5.4 A TDM plan referenced in Section 7.17.13.5.1 and prepared in connection with any Draft Plan of Subdivision will plan to achieve an active transportation modal split to enhance the capacity of the transportation system and optimize road network efficiency within the Plan Area.

7.17.13.6 Pedestrian and Cycling Network

7.17.13.6.1 The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.

7.17.13.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:

a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods;

b) To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;

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

7.17.13.7 Recreational Trail Network

7.17.13.7.1 Recreational trails are shown conceptually on Schedule B-3 and form part of the pedestrian and cycling network.

7.17.13.7.2 Recreational trails may be provided within the natural heritage system and open space elements including parks, school sites, environmental buffers,

greenway corridors and stream corridors, where appropriate as determined by the Final Community-Wide CEISMP or any Addendums to the Final Community-Wide CEISMP as referenced in Section 7.17.10 and 7.17.19.3.

7.17.13.7.3 Where the recreational trail network relies on the public road right-of-way to create a connection then the sidewalk width will be increased, unless otherwise directed by the Town.

7.17.13.7.4 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon goals and objectives, in support of healthy community and active transportation objectives and provincial accessibility standards.

7.17.13.8 Sidewalks

7.17.13.8.1 Generally, the provision of sidewalks and all active transportation facilities in the Plan Area will be as follows:

a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;

b) Local Streets: Sidewalks will be provided on one side of the street, unless otherwise directed by the Town; and,

c) Laneways: No sidewalks will be required.

7.17.13.9 Parking

7.17.13.9.1 Permanent, large areas of surface parking will be discouraged. Alternative parking layout analysis may be prepared by a qualified site design architect. In the event there is no alternative to such large parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

7.17.13.9.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.

7.17.13.9.3 Loading spaces will not be permitted along street frontages / interfaces.

7.17.13.9.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

7.17.13.10 Electric Vehicle Infrastructure

7.17.13.10.1 The inclusion of electric vehicle infrastructure including charging stations should be considered in the design of any future parking area in future development plans, including plans of subdivision and site plans, within the Plan Area.

7.17.13.10.2 The implementing Zoning By-Law may determine minimum electric vehicle equipment requirements where private parking is proposed.

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

7.17.14 Municipal Services, Public Utilities and Telecommunications

7.17.14.1 General Policies

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

a) Municipal water and wastewater services;

b) Stormwater management facilities; and

c) Public utilities and telecommunications.

7.17.14.2 Municipal Water and Wastewater Services

7.17.14.2.1 All new development in the Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Community-Wide FSR, and the DSSP, to the satisfaction of the Region of Peel.

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

7.17.14.2.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.

7.17.14.3 Stormwater Management and Low Impact Development

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

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

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

7.17.14.3.4 At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed development. All reports shall be prepared in accordance with the Community-Wide FSR and Final Community-Wide CEISMP, including:

a) Stormwater management report and plan

b) Erosion and sediment control plan

c) Servicing plans

d) Grading plans

e) Geotechnical reports

f) Hydrogeologic reports; and

g) Other technical reports as deemed necessary.

7.17.14.3.5 The Stormwater Management Report and Plan identified in policy 7.17.13.4 shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control and the protection of ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such as:

a) Permeable hardscaping

b) Bioretention areas

c) Exfiltration systems

d) Bioswales and infiltration trenches

e) Third pipe systems

f) Vegetation filter strips

g) Green roofs (multi-unit buildings)

h) Rainwater harvesting

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

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

7.17.14.3.8 In considering options for stormwater management, the following policies will apply:

a) Location of stormwater management facilities with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives.

b) Stormwater will be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods;

c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Environmental Policy Area;

d) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the Environmental Policy Area, in accordance with the Final Community-Wide CEISMP, where feasible;

e) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space;

f) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,

g) Minimize the impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town.

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

7.17.14.3.10 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.

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

7.17.14.4 Public Utilities, Public Facilities and Telecommunications

7.17.14.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Plan Area provided they are integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.

7.17.14.4.2 The need for a future fire station has been identified for the Plan Area. It is intended that the future fire station will be located on Old School Road or Kennedy Road. The final location of the fire station within the Plan Area

will be determined through the future development applications and does not require amendment to this Plan.

7.17.14.4.3 Public utility, public facility and telecommunications infrastructure that are proposed in the EPA designation are subject to policies of the Official Plan.

7.17.14.4.4 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

7.17.14.4.5 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.

7.17.14.5 Intelligent Community

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

7.17.14.5.2 Development in the Plan Area is encouraged to include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

7.17.15 Noise, Vibration, and Light Impacts

7.17.15.1 General Policies

7.17.15.1.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town of Caledon.

7.17.15.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

7.17.15.1.3 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.

7.17.15.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the

existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

7.17.15.1.5 Where possible, built form proposed for areas adjacent to Old School Road, Hurontario Street and Kennedy Road, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for landowners.

7.17.15.1.6 The applicant will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.

7.17.15.1.7 The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as single loaded roadways or window streets and access laneways will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street and community neighbourhoods.

7.17.15.1.8 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding residential development.

7.17.15.2 Road Noise Policies

7.17.15.2.1 Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis.

7.17.15.3 Stationary Noise Policies

7.17.15.3.1 From a noise perspective, any development within the Mixed High/Medium Density Residential Area in the Plan Area are not expected to pose any significant constraints to the existing uses or future development of these areas if appropriate attenuation measures are installed around the roof top mechanical units, garbage compactors and loading/unloading operations.

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

7.17.15.4 Light

7.17.15.4.1 Lighting in the Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.

7.17.15.4.2 Warning clauses shall be included in any offers of purchase and sale with respect to possible impacts of light between residential areas and Hurontario Street (Highway 10).

7.17.16 **Green Development and Climate Resilience**

7.17.16.1 Energy & Climate Change Mitigation

7.17.16.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Plan Area and efforts made to minimize its use.

7.17.16.1.2 As part of all development within the Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studies and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.

7.17.16.1.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps.

7.17.16.1.4 Within the Plan Area, a majority of the available roof area of new development will be encouraged to utilize rooftop solar technologies such as photovoltaic or solar thermal, and/or green roofs.

7.17.16.1.5 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.

7.17.16.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.

7.17.16.1.7 The Town will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the energy and GHG emissions requirements set out by the Town of Caledon Green Development Standards.

7.17.16.1.8 The Town and applicant will work with Hydro One, the IESO and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

7.17.16.2 Water Efficiency

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

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

7.17.16.3 Climate Adaptation

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

7.17.16.3.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered during the later of the Draft Plan of Subdivision or the site plan approval stage.

7.17.16.3.3 New development in the Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with Town standards, including the following:

a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;

b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;

c) Adapting storm drainage systems to manage an increase in annual precipitation and extreme precipitation events;

d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordable with Town policies;

e) Reducing reliance on increasingly constrained potable water resources;

f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and

g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

7.17.16.4 Green Development Standards

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

7.17.17 **Provincial Minimum Distance Separation**

7.17.17.1 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the MDS Setback Area as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

7.16.18 **Region of Peel Health Assessment**

7.16.18.1 All development applications in the Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region.

7.17.18.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

7.17.19 **Implementation**

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

7.17.19.1.1 Prior to or as part of the first draft plan of subdivision application or the first site plan applications in the plan area, the Community-Wide DSSP will be approved by the Town and the Region of Peel.

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

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

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

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

b) Arrangements for the provision of a vehicular connection and access;

c) Public transit service;

d) Community facilities (e.g. public parks, pathways and trail network);

e) Environmental Policy Area;

f) Fire Station and Emergency Services; and

g) Affordable Housing Site(s).

7.17.19.1.5 All new development within the Secondary Plan area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, including potential interim servicing strategies to the satisfaction of the Region of Peel

7.17.19.1.6 Private front-end construction of water and waste water services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.

7.17.19.1.7 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality.

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

7.17.19.1.9 The Community-Wide DSSP may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as suggested in Schedule B-3 of this Plan, are required as necessary, as development progresses throughout the Plan Area.

7.17.19.1.10 The Community-Wide DSSP will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule B-3 will be permitted without amendment to this Plan or to the Community-Wide DSSP.

7.17.19.1.11 The Community-Wide DSSP, including water and wastewater services infrastructure, will be prepared, in consultation with the Region of Peel, Toronto and Region Conservation Authority, School Boards and inter-regional, intra-regional and local transit service providers.

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

7.17.19.2 Community-Wide Functional Servicing Report (FSR)

7.17.19.2.1 The Final Community-Wide Functional Servicing Report (FSR) identifies the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire Secondary Plan Area which are to be implemented at the site level through individual plans of subdivision and site plans.

7.17.19.2.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town a Final Community-Wide FSR that will be prepared in consultation with the Region of Peel and TRCA and be approved by the Town and Region of Peel.

7.17.19.2.3 The Final Community-Wide FSR must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the goals, objectives, targets, strategies and recommendations contained in the Final Community-Wide CEISMP.

7.17.19.2.4 The Final Community-Wide FSR shall provide greater design detail than the Initial Community-Wide FSR prepared by David Schaffer Engineering Ltd., dated August 2023 shall include the following information, if applicable:

a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;

b) consider and integrate the management recommendations of feature-based water balance, as applicable;

c) Site grading plans;

d) Stormwater management plan that addresses the recommendations of the Final CEISMP and conforms to the Town's consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate; and,

e) Clean Water Pipe.

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

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

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

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

7.17.19.3.4 Following approval of the Final Community-Wide CEISMP, a future development application may require demonstration of compliance with the Final Community-Wide CEISMP through an Addendum which shall include an impact assessment and recommended mitigation plan.

7.17.19.3.5 The Addendums to the Final Community-Wide CEISMP and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and TRCA that the individual plans of subdivision or site plans conform with the intent of the environmental management plans and recommendations contained in the Final Community-Wide CEISMP.

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

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

7.17.19.4.2 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Town shall require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group.

7.17.19.5 Land Acquisition and Dedication

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

7.17.19.5.2 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, TRCA or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

7.17.19.6 Finance and Agreements

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

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

7.17.19.7 Interpretation

7.17.19.7.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule B-3 may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.17.19.7.2 The redevelopment of existing non-conforming uses to uses that are consistent with the vision, goal and objectives of the Mayfield West Phase 3 Stage 1 Secondary Plan will be encouraged.

TOWN OF CALEDON

Schedule B

MAYFIELD WEST LAND USE PLAN

CHINGUACOUSY RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
DIXIE RD
OLD SCHOOL RD
MAYFIELD RD
OBRY
CON 1 WHS
CON 2 WHS
CON 1 EHS
CON 2 EHS
CON 3 EHS
LOT 21
LOT 20
LOT 19
LOT 18
10
4
410
14

For details of this area refer to Schedule B-3 "Mayfield West Phase 3, Stage 1 Secondary Plan Area - Land Use Plan"

For details of this area refer to Schedule B-2 "Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-2 "Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-1 "Snell's Hollow Secondary Plan Area - Land Use Plan"

A
B
C

TOWN OF CALEDON
CITY OF BRAMPTON

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Special Policy Area
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Area Boundary
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Northwest GTA Transmission Corridor Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Mayfield West Special Policy Area D
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km

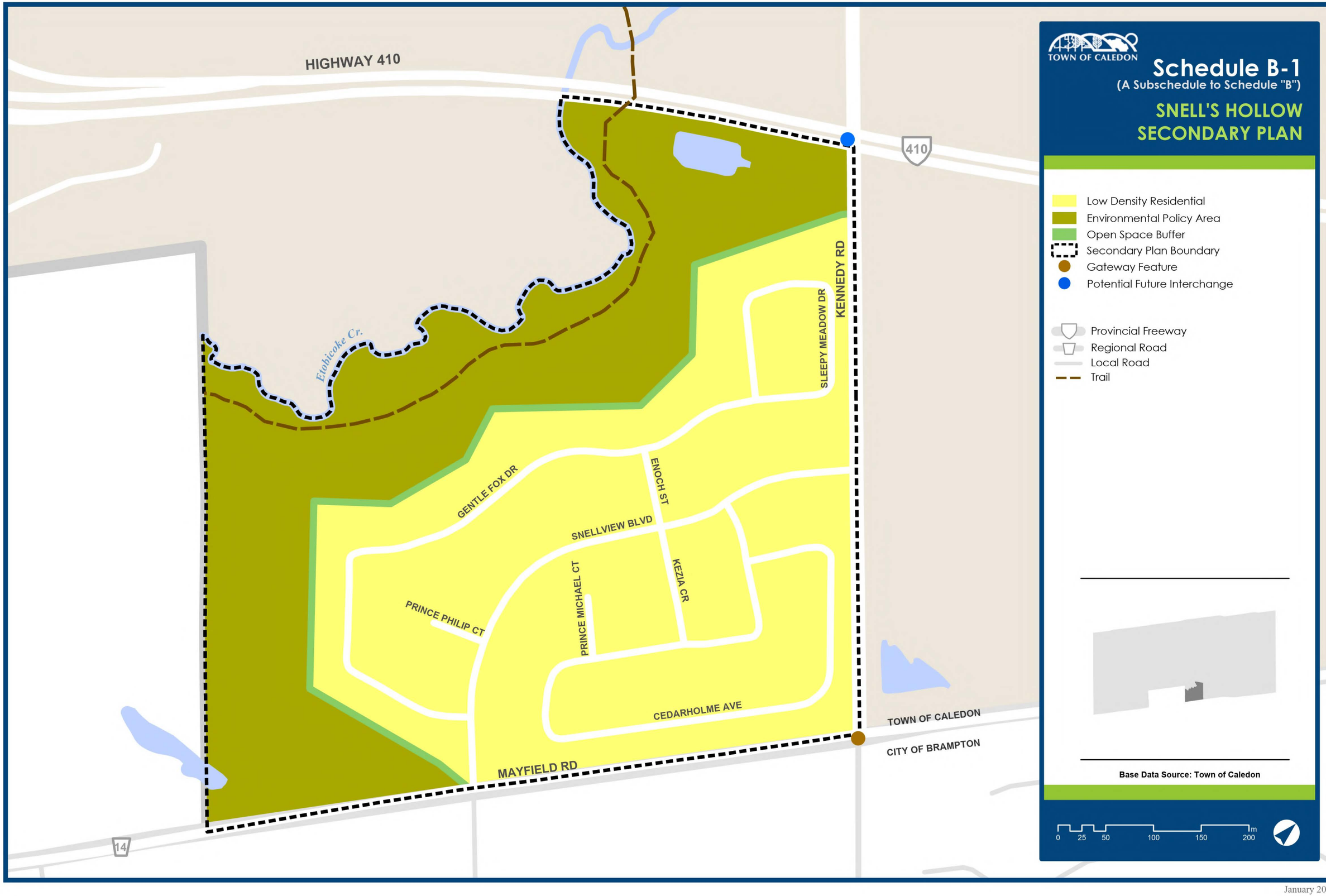
January 2026

TOWN OF CALEDON

Schedule B-1

(A Subschedule to Schedule "B")

SNELL'S HOLLOW SECONDARY PLAN



- Low Density Residential
- Environmental Policy Area
- Open Space Buffer
- Secondary Plan Boundary
- Gateway Feature
- Potential Future Interchange
- Provincial Freeway
- Regional Road
- Local Road
- Trail

Base Data Source: Town of Caledon

0 25 50 100 150 200 m

January 2026

Schedule B-2

(A Subschedule to Schedule "B")

MAYFIELD WEST PHASE 2 SECONDARY PLAN: LAND USE PLAN

TOWN OF CALEDON

OLD SCHOOL RD

Highway 413 Corridor

HURONTARIO ST

MCLAUGHLIN RD

CHINGUACOUSY RD

MAYFIELD RD

10

410

14

14

P

CP

For details of this area refer to Schedule B-3 "Mayfield West Phase 3, Stage 1 Secondary Plan Area - Land Use Plan"

For details of this area refer to Schedule B "Mayfield West Land Use Plan"

For details of this area refer to Schedule B-1 "Snell's Hollow Secondary Plan Area - Land Use Plan"

- Prime Agricultural Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Mixed Use Residential
- Prestige Industrial
- General Commercial
- Live-Work Units
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Transit Hub
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Area Boundary
- Phase 2, Stage 2 Planning Area
- Phase 2, Stage 3 Planning Area
- Municipal Boundary
- Greenway Corridor
- Conceptual Road Network
- Watercourse
- Stormwater Pond Facility subject to Policy 7.14.17.3.2
- Gateway Feature
- Cultural Heritage Resource
- Parks
- Community Parks
- Elementary School
- Secondary School
- Brampton Christian School
- Immanuel Christian Reformed Church
- Catholic Elementary School
- Preferred Alignment of Highway 413 * subject to further refinement
- Northwest GTA Transmission Corridor Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Highway Right-of-Way
- Railroad Right-of-Way
- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.13 0.25 0.5 km

January 2026

Schedule B-3

MAYFIELD WEST PHASE 3, STAGE 1 SECONDARY PLAN LAND USE PLAN

TOWN OF CALEDON

CON 1 EHS

CON 2 EHS

LOT 24

LOT 23

LOT 22

LOT 21

HURONTARIO ST

KENNEDY RD

OLD SCHOOL RD

10

For details of this area refer to Schedule B "Mayfield West Secondary Plan Area - Land Use Plan"

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

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km

January 2026

Schedule C
BOLTON LAND USE PLAN

TOWN OF CALEDON

- Prime Agricultural Area
- Rural Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Residential
- General Industrial
- Dry Industrial
- Prestige Industrial
- Policy Area - Industrial
- Bolton Highway 50 Commercial Area
- Bolton South Hill Commercial Area
- Bolton North Hill Commercial Area
- Rural Uses
- Institutional
- Special Provisions
- Open Space Policy Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area Boundary
- 100 Year Floodline Limit
- Regional Floodline Limit
- Special Policy Area Boundary
- Site Specific Area
- Bolton Arterial Road Network
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.25 0.5 1 1.5 2 km

Refer to Schedule C-8 "Caledon Station Secondary Plan Land Use Plan"

Refer to Schedule C-4 "Northeast Bolton Land Use Plan"

Refer to Schedule C-3 "West Bolton Secondary Plan Area"

Refer to OPA #183

Refer to Schedule C-1 "Bolton Core Land Use Plan"

O.Reg 210/13

Bolton South Hill Commercial Area

Refer to Schedule C-2 "Bolton South Hill Land Use Plan"

Refer to OPA 223

Refer to Schedule C-7 "Coleraine West Employment Area"

Refer to Schedule C-6 "Bolton Community Shopping Centre Commercial Area"

Refer to Schedule C-5 "South Simpson Industrial Secondary Plan Phase 1"

Refer to OPA 190

Refer to OPA 240

Bolton Highway 50 Commercial Area

East-West Industrial Connector Road

Refer to OPA 228

Refer to Schedule C-5 "South Simpson Industrial Secondary Plan Phase 2"

CON 4 CON 5 CON 6 CON 7 CON 8 CON 9

LOT 14 LOT 13 LOT 12 LOT 11 LOT 10 LOT 9 LOT 8 LOT 7 LOT 6 LOT 5 LOT 4 LOT 3 LOT 2 LOT 1

OAK RIDGES MORAINE CONSERVATION PLAN AREA

KING ST KING ST W HEALEY RD MAYFIELD RD VAUGHAN RD KING RD KIRBY RD

DUFFYS LN HIGHWAY 50 QUEEN ST N QUEEN ST S MOUNT HOPE RD MOUNT PLEASANT RD CALEDON KING TOWNLINE COLUMBIA WAY ALBION VAUGHAN RD COLD CREEK RD

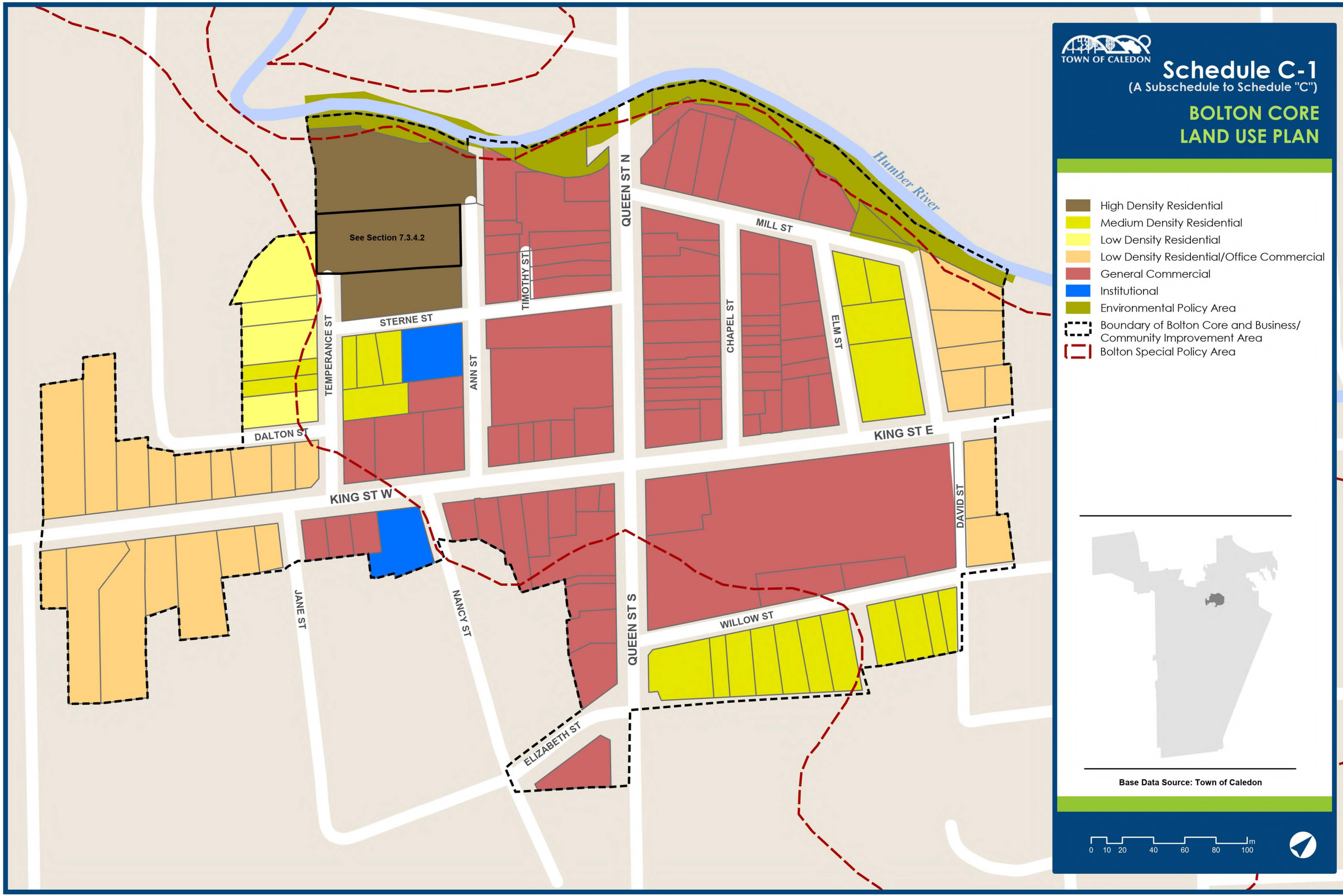
THE GORE RD HUMBER STATION RD CENTREVILLE CREEK RD INNIS LAKE RD

CITY OF BRAMPTON CITY OF VAUGHAN TOWNSHIP OF KING YORK REGION

Humber River

Wildfield

January 2026



TOWN OF CALEDON

Schedule C-1

(A Subschedule to Schedule "C")

BOLTON CORE LAND USE PLAN

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Low Density Residential/Office Commercial
- General Commercial
- Institutional
- Environmental Policy Area
- Boundary of Bolton Core and Business/ Community Improvement Area
- Bolton Special Policy Area

Base Data Source: Town of Caledon

0 10 20 40 60 80 100 m

January 2026

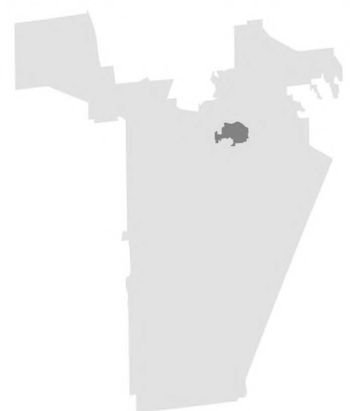
TOWN OF CALEDON

Schedule C-1A

(A Subschedule to Schedule "C")

BOLTON CORE VEHICULAR & PEDESTRIAN ACCESSIBILITY

- Road Realignment
- Walkway Linkage
- Signalized Intersection
- Boundary of Bolton Core & Business/ Community Improvement Area



Base Data Source: Town of Caledon

0 10 20 40 60 80 100 m

January 2026

TOWN OF CALEDON

Schedule C-2

(A Subschedule to Schedule "C")

BOLTON SOUTH HILL LAND USE PLAN

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Low/Medium Density Residential
- Special Residential
- Environmental Policy Area
- Open Space Policy Area
- School
- Secondary Plan Area
- Bolton Settlement
- Future Grade Separation
- Collector Road 30m R.O.W.
- Collector Road 26m R.O.W.
- Local Road 22m R.O.W.
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon

0 10 20 40 60 80 100 m

January 2026

TOWN OF CALEDON

Schedule C-3

(A Subschedule to Schedule "C")

WEST BOLTON SECONDARY PLAN AREA

- High Density Residential (45-87 UPH net)
- Medium Density Residential (30-44 UPH net)
- Low Density Residential (max 30 UPH net)
- Local Commercial
- Environmental Policy Area
- Tableland Forest
- Neighbourhood Park
- Future Development
- Secondary Plan Area
- Bolton Settlement
- Arterial Road
- Open Space Link
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon

0 50 100 200 300 400 m

KING ST
TARQUINI CR
DEANGELIS AVE
FLINTWOOD AVE
TRAILVIEW LN
HARVEST MOON DR
HUMBER SHED CR
CEDARGROVE RD
LOONTAIL ST
HEADWATER RD
LAWREN HARRIS CR
CEDARGROVE RD
LISMER CR
DE ROSE AVE
Humber R
IRON HORSE CR
EMILY CARR CR
FRANK JOHNSTON RD
C.P. RAIL
GRAPEVINE RD
JACKKENNY CT
COLERAINE DR
NATUREWAY CT
KING ST
ELLWOOD DR
TERRASTONE CT
BOLTONIEW CR
AIDA CT
COUNTRY STROLL CR
WAKELY BLVD
STATION RD
PINEVIEW CR

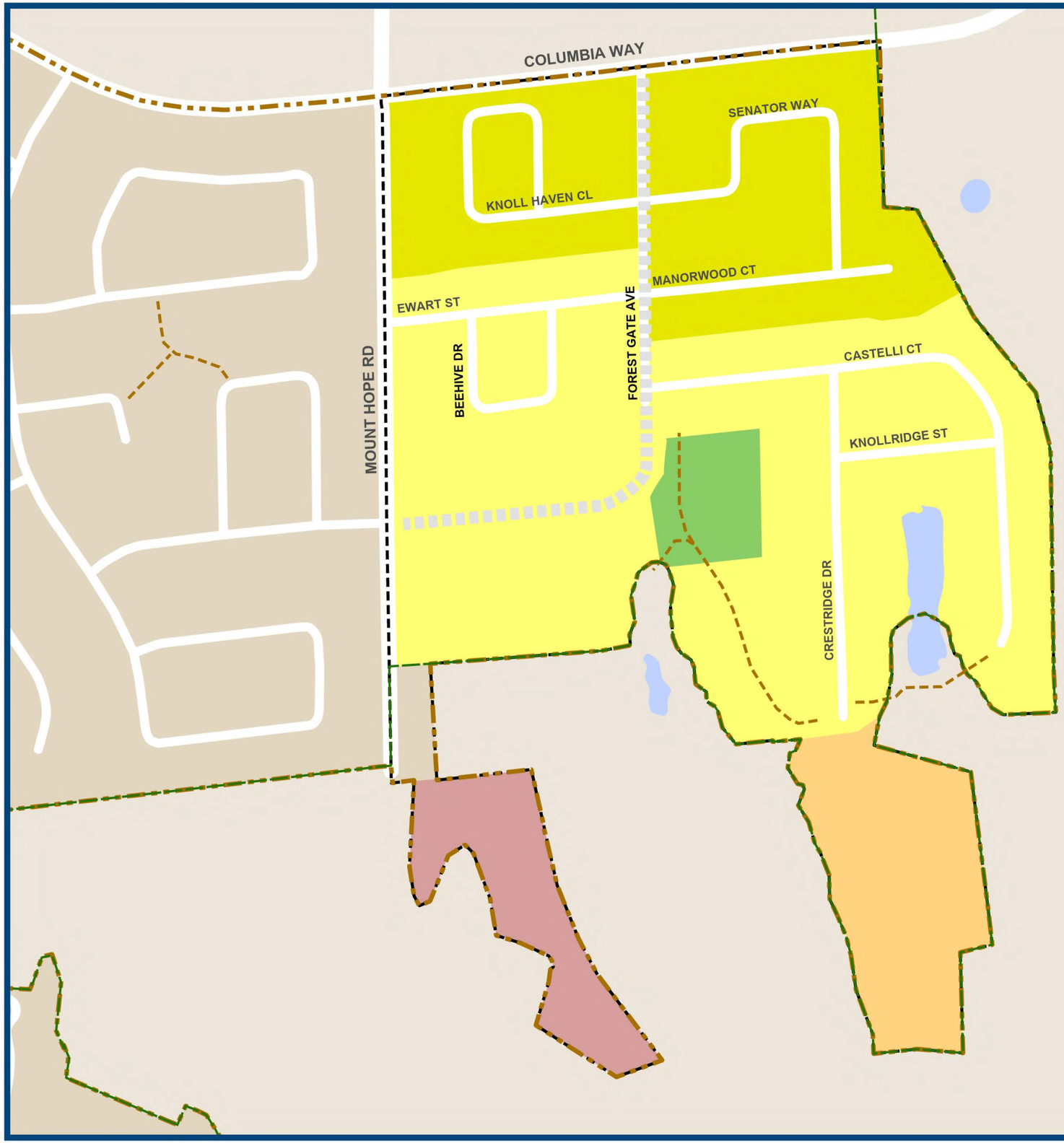
January 2026

TOWN OF CALEDON

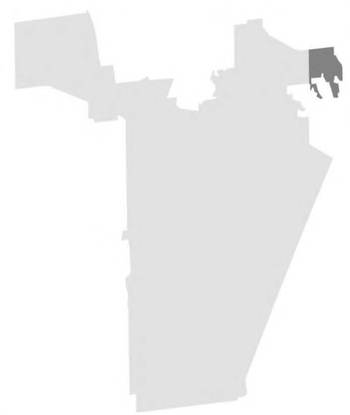
Schedule C-4

(A Subschedule to Schedule "C")

NORTH EAST BOLTON LAND USE PLAN



- Low Density Residential
- Medium Density Residential
- Low Density Residential/Medium Density Residential
- Special Study Area
- Neighbourhood Park
- Secondary Plan Area
- Boundary of Greenbelt Plan Area
- Bolton Settlement
- Open Space Link
- 20 m Local Road
- Local Road



Base Data Source: Town of Caledon

0 25 50 100 150 200 m

January 2026

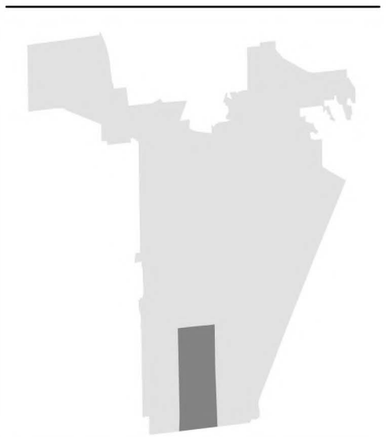
TOWN OF CALEDON

Schedule C-5

(A Subschedule to Schedule "C")

SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

- Prestige Industrial
- General Industrial
- Secondary Plan Area
- Phase 1: Secondary Plan Area
- Phase 2: Secondary Plan Area
- Bolton Settlement
- Conceptual Road Network
- Regional Road
- Local Road

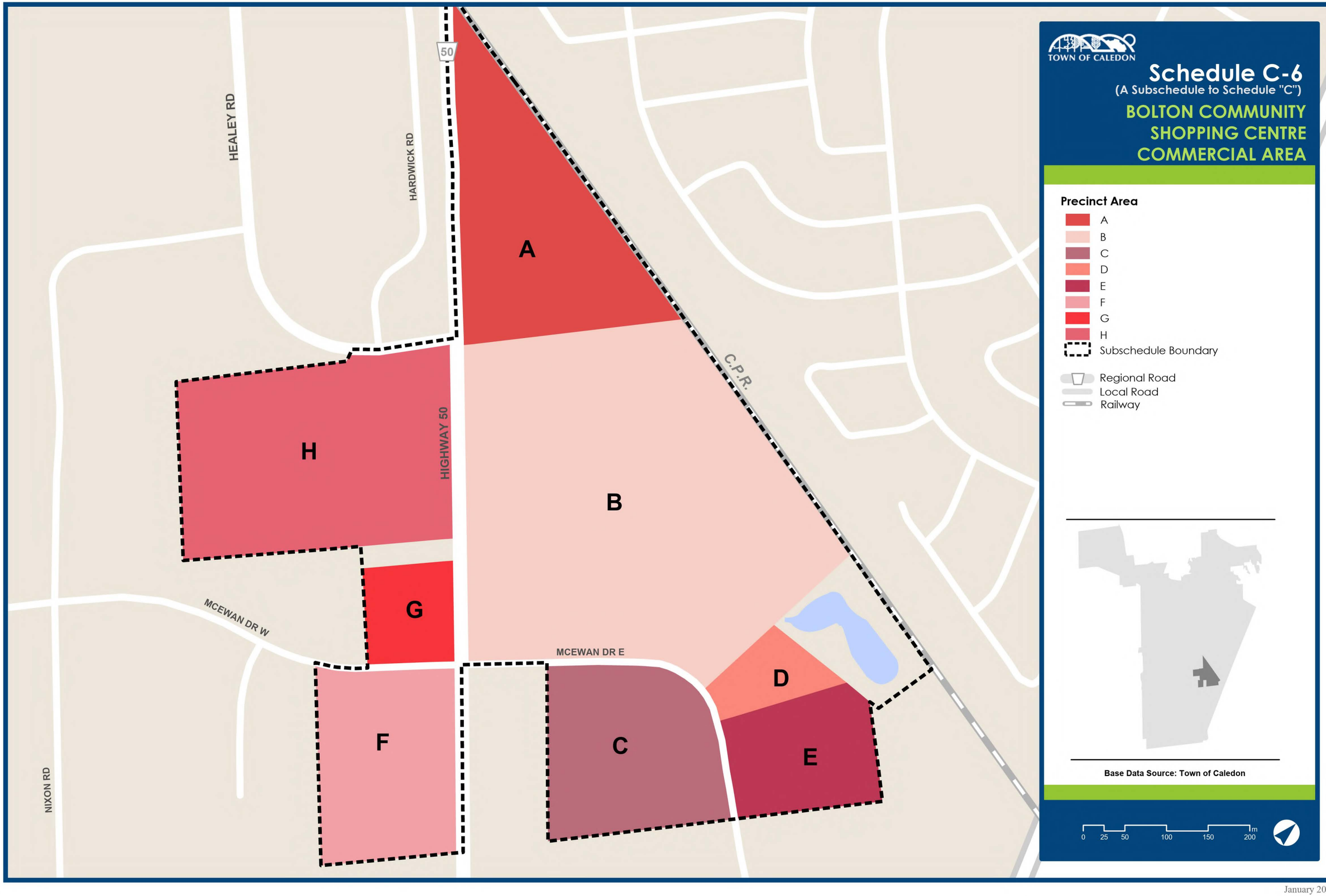


Base Data Source: Town of Caledon

0 50 100 200 300 400 m

SIMPSON RD
NIXON RD
HOPCROFF RD
GEORGE BOLTON PKWY
PILLSWORTH RD
SIMONA DR
PARR BLVD
50
ALBION VAUGHAN RD
COLERAINE DR
SIMPSON RD
HIGHWAY 50
14
MAYFIELD RD
PEEL REGION
CITY OF BRAMPTON
CITY OF VAUGHAN
YORK REGION

January 2026



TOWN OF CALEDON

Schedule C-6

(A Subschedule to Schedule "C")

BOLTON COMMUNITY SHOPPING CENTRE COMMERCIAL AREA

Precinct Area

- A
- B
- C
- D
- E
- F
- G
- H
- Subschedule Boundary

- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 25 50 100 150 200 m

January 2026

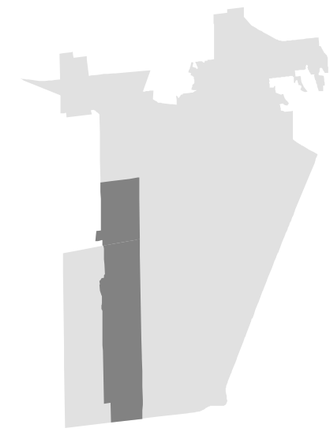
TOWN OF CALEDON

Schedule C-7

(A Subschedule to Schedule "C")

COLERAINE WEST EMPLOYMENT AREA LAND USE PLAN

- Prestige Industrial
- General Industrial
- Environmental Policy Area
- Secondary Plan Area
- O.Reg 210/13 (Minister's Zoning Order) Part of ROPA 28 (Approved by the OMB February 26th, 2016)
- Bolton Settlement
- Conceptual Road Network
- Regional Road
- Local Road
- Railway
- Gateway Feature



Base Data Source: Town of Caledon

0 50 100 200 300 400 500 m

HOLLAND DR
BROWNING CRT
PIERCEY RD
HEALEY RD
MARCONI CRT
WHEELER DR
SIMPSON RD
MCEWAN DR W
NIXON RD
GEORGE BOLTON PKY
PILLSWORTH RD
SIMONA DR
PARR BLVD
SIMPSON RD
COLERAINE DR
HUMBER STATION RD
THE GORE RD
CONCEPTUAL SIGNALIZED INTERSECTION
GATEWAY FEATURE
MAYFIELD RD
TOWN OF CALEDON
CITY OF BRAMPTON

March 2024 Office Consolidation

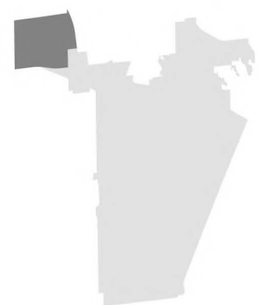
TOWN OF CALEDON

Schedule C-8

(A Subschedule to Schedule "C")

CALEDON STATION SECONDARY PLAN: LAND USE PLAN

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



Base Data Source: Town of Caledon

0 50 100 200 300 400 500 m

THE GORE RD

HUMBER STATION RD

KING ST

CPKC RAILWAY

January 2026

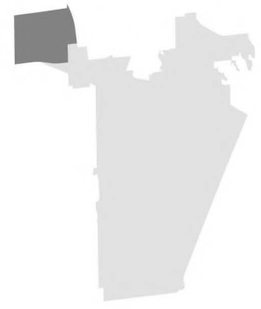
TOWN OF CALEDON

Schedule C-8A

(A Subschedule to Schedule "C")

CALEDON STATION SECONDARY PLAN: TRANSPORTATION SCHEDULE

- Regional Arterial (30m)
- Town Arterial (26m)
- Town Collector (22m)
- Transit Routing
- Transit Street (22m)
- GO Transit Rail Line
- GO Transit Station
- Conceptual Stormwater Management Facility
- Conceptual Fire Station Location
- Potential Future Railway Grade Separation
- Major Transit Area Boundary
- Secondary Plan Area
- Bolton Settlement
- Boundary of Greenbelt Plan Area



Base Data Source: Town of Caledon

0 50 100 200 300 400 500 m

THE GORE RD

HUMBER STATION RD

CPKC RAILWAY

KING ST

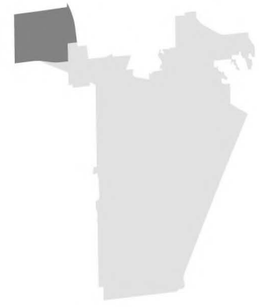
January 2026

Schedule C-8B

(A Subschedule to Schedule "C")

CALEDON STATION SECONDARY PLAN: MUNICIPAL PARKS

- Open Space Policy Area
- Environmental Policy Area
- Major Transit Area Boundary
- Secondary Plan Area
- Bolton Settlement
- Boundary of Greenbelt Plan Area
- Conceptual Road Network
- Local Road
- Railway
- Potential Future Railway Grade Separation



Base Data Source: Town of Caledon

0 50 100 200 300 400 500 m

THE GORE RD

HUMBER STATION RD

KING ST

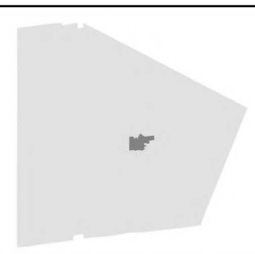
CPKC RAILWAY

January 2026

TOWN OF CALEDON

Schedule D
CALEDON EAST LAND USE PLAN

- Low Density Residential
- Medium Density Residential
- Special Residential
- Policy Area - Residential
- General Commercial
- Flood Potential Study Area
- Institutional
- Special Use Area
- Environmental Policy Area
- Open Space/Institutional Policy Area
- Open Space Policy Area
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area Boundary
- Open Space Link
- Conceptual Vehicle Connection
- Caledon Trailway
- Conceptual Parkette Location
- Conceptual Neighbourhood Park Location
- Gateway Feature
- Regional Road
- Local Road



Base Data Source: Town of Caledon

0 50 100 200 300 400 500 m

THE GRANGE SIDE RD
HUNTSMILL DR
PRINCE ANDREW DR
GEORGE CRES
MCKEE DR
JOSEPH CT
7
22
Commercial Core Area
A
B
C
D
MCKEE DR S
MARILYN ST
WALKER RD E
WALKER RD W
FILTON RD
PUTNEY RD
MILES DR
OCEAN S
POND CT
MCCANDLESS CT
PAISLEY GREEN AVE
BOYCES CREEK CT
ATCHISON DR
FALLIS CR
ANTRIM CT
OLD CHURCH RD
GREER ST
ROBERT CARSON DR
LITTLEBROOK LN
BORLAND CRES
OLIVERS LN
COLLEEN CRES
IVAN AVE
ELLA ST
PARSONS AVE
MAPLE AVE
CEDAR ST
EMMA ST
MOUNTAINVIEW RD
Centreville Cr.
LARRY ST
JEAN ST
ORSI RD
MARION ST
HILLTOP DR
VALLEYGREEN CRES
VALEWOOD DR
MOUNTCREST RD
AIRPORT RD
South Commercial Area
See Section 6.2.13.3.1 h) i)
DAMASCUS DR
MAN O WAR CT
SUMMERGATE CT
CRANSTON DR
INNIS LAKE RD
Centreville Cr.
Widgett Lake
Innis Lake
OAK RIDGES MORAINE

Schedule G
PALGRAVE ESTATE RESIDENTIAL COMMUNITY

TOWN OF CALEDON

POLICY AREA 1

POLICY AREA 2

POLICY AREA 3

POLICY AREA 4

Palgrave

Albion

LOT 31
LOT 30
LOT 29
LOT 28
LOT 27
LOT 26
LOT 25
LOT 24
LOT 23
LOT 22
LOT 21
LOT 20
LOT 19
LOT 18
LOT 17
LOT 16

CON 10
CON 9
CON 8
CON 7

FINNERTY SIDE RD
PATTERSON SIDE RD
HUNSDEN SIDE RD
HALLS LAKE SIDE RD
OLD CHURCH RD
CASTLEDERG SIDE RD

HIGHWAY 9
HIGHWAY 50
HIGHWAY 8
HIGHWAY 22

MOUNT WOLFE RD
MOUNT PLEASANT RD
MOUNT HOPE RD
ALBION TRAIL
THE GORE RD
HUMBER STATION RD
DUFFYS LN

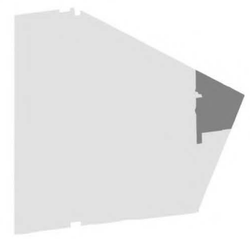
CALEDON KING TOWN LINE S
11TH CONCESSION
10TH CONCESSION
17TH SIDEROAD
18TH SIDEROAD
19TH SIDEROAD
3RD LINE
2ND LINE
TOTTENHAM RD

TOWNSHIP OF ADJALA-TOSORONTIO
CONCESSION RD 8
ADJALA-TECUMSETH TL
TOWN OF NEW TECUMSETH
SIMCOE COUNTY
TOWNSHIP OF KING
YORK REGION

Humber R.
Gibson Lake
Centreville Cr.
C.P.RAIL

Policy Area 1
Policy Area 2
Policy Area 3
Policy Area 4
Existing Extractive Industrial
Special Policy Area - Waste Disposal
Palgrave Estate Residential Community
Settlement Area
Caledon Trailway

Provincial Road
Regional Road
Local Road
Railway



Base Data Source: Town of Caledon

0 250 500 1,000 1,500 m

January 2026

Schedule H

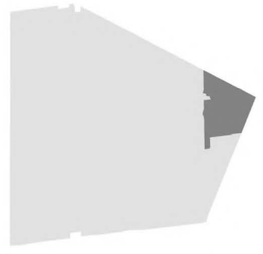
PALGRAVE ESTATE RESIDENTIAL COMMUNITY WATER SERVICE AREA

TOWN OF CALEDON

Regional Water Service Area
Palgrave Estate Residential Community

Settlement Area

Provincial Road
Regional Road
Local Road
Railway
Caledon Trailway



Base Data Source: Town of Caledon

0 250 500 1,000 1,500 m

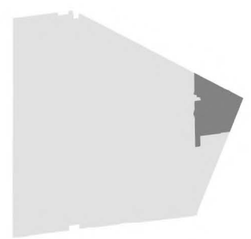
January 2026

Schedule I

PALGRAVE ESTATE RESIDENTIAL COMMUNITY ENVIRONMENTAL ZONING

- Environmental Zone 1
- Environmental Zone 2
- Palgrave Estate Residential Community
- Minimum Vegetation Protection Zone
- Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway
- Caledon Trailway



Base Data Source: Town of Caledon

NOTE:
A revised Schedule "I" is pending approval of the Ministry of Municipal Affairs & Housing to reflect Section 7.1.9.6b of this plan. In the interim please refer to the Planning & Development Department for draft revised Schedule "I".

0 250 500 1,000 1,500 m

January 2026

Schedule N

TULLAMORE LAND USE AREA

- Prestige Industrial
- General Industrial
- Highway Commercial
- Environmental Policy Area
- Tullamore Special Policy Area A
- Settlement Area Boundary
- Conceptual Stormwater Management Facility
- Conceptual Road Network
- Regional Road
- Local Road

AIRPORT RD

INNIS LAKE RD

TORBRAM RD

PERDUE CT

MAYFIELD RD

TOWN OF CALEDON

CITY OF BRAMPTON

7

14

Salt Creek

Refer to OPA 239

Base Data Source: Town of Caledon

0 100 200 400 600 800 m

January 2026

TOWN OF CALEDON

Schedule P

Oak Ridges Moraine Conservation Plan

LAND USE DESIGNATIONS

- Natural Linkage Area
- Natural Core Area
- Countryside Area
- Rural Settlement*
- Palgrave Estate Residential Community*
- Settlement Area
- Palgrave Estate Residential Community
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area outside Oak Ridges Moraine

- Provincial Road
- Regional Road
- Local Road
- Railway

*A component of Countryside Area



Base Data Source: Town of Caledon, Greenbelt Plan 2005

0 0.5 1 2 3 km

January 2026

TOWN OF CALEDON

Schedule P-1

Oak Ridges Moraine Conservation Plan

AQUIFER VULNERABILITY AREAS

- High Aquifer Vulnerability
- Low Aquifer Vulnerability
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon, Greenbelt Plan 2005

0 0.5 1 2 3 km

January 2026

TOWN OF CALEDON

Schedule P-2

Oak Ridges Moraine Conservation Plan

LANDFORM CONSERVATION AREAS

- Landform Conservation Area Category 1
- Landform Conservation Area Category 2
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon, Greenbelt Plan 2005

0 0.5 1 2 3 km

January 2026

TOWN OF CALEDON

Schedule R

VICTORIA BUSINESS PARK LAND USE PLAN AREA

KING ST

HURONTARIO ST

9

10

WIGGINS RD

SLOAN DR

Etobicoke Creek

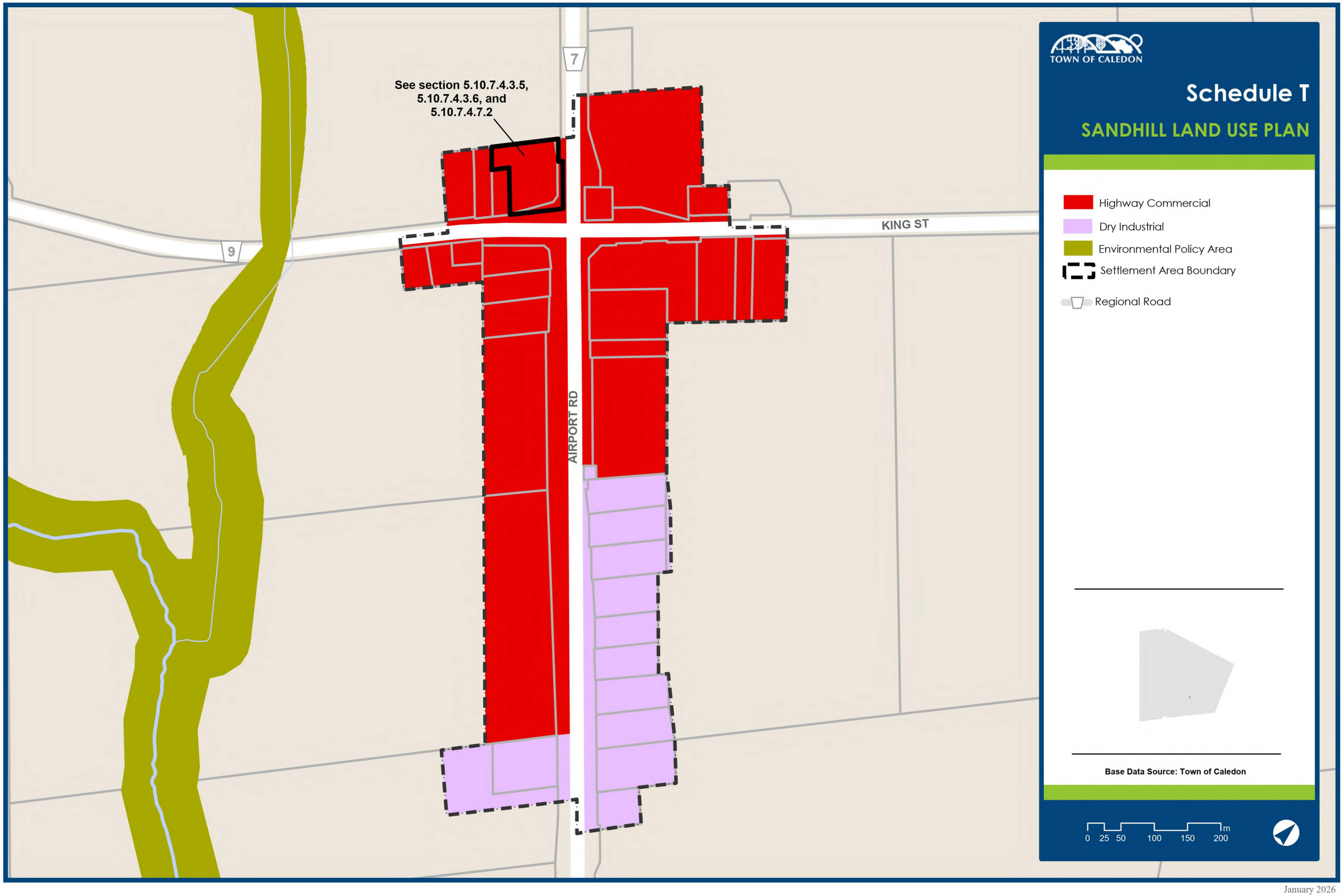
- Business Park Plan Area
- Dry Industrial
- Highway Commercial
- Environmental Policy Area
- Victoria Settlement

- Provincial Road
- Regional Road
- Local Road

Base Data Source: Town of Caledon

0 50 100 150 m

January 2026



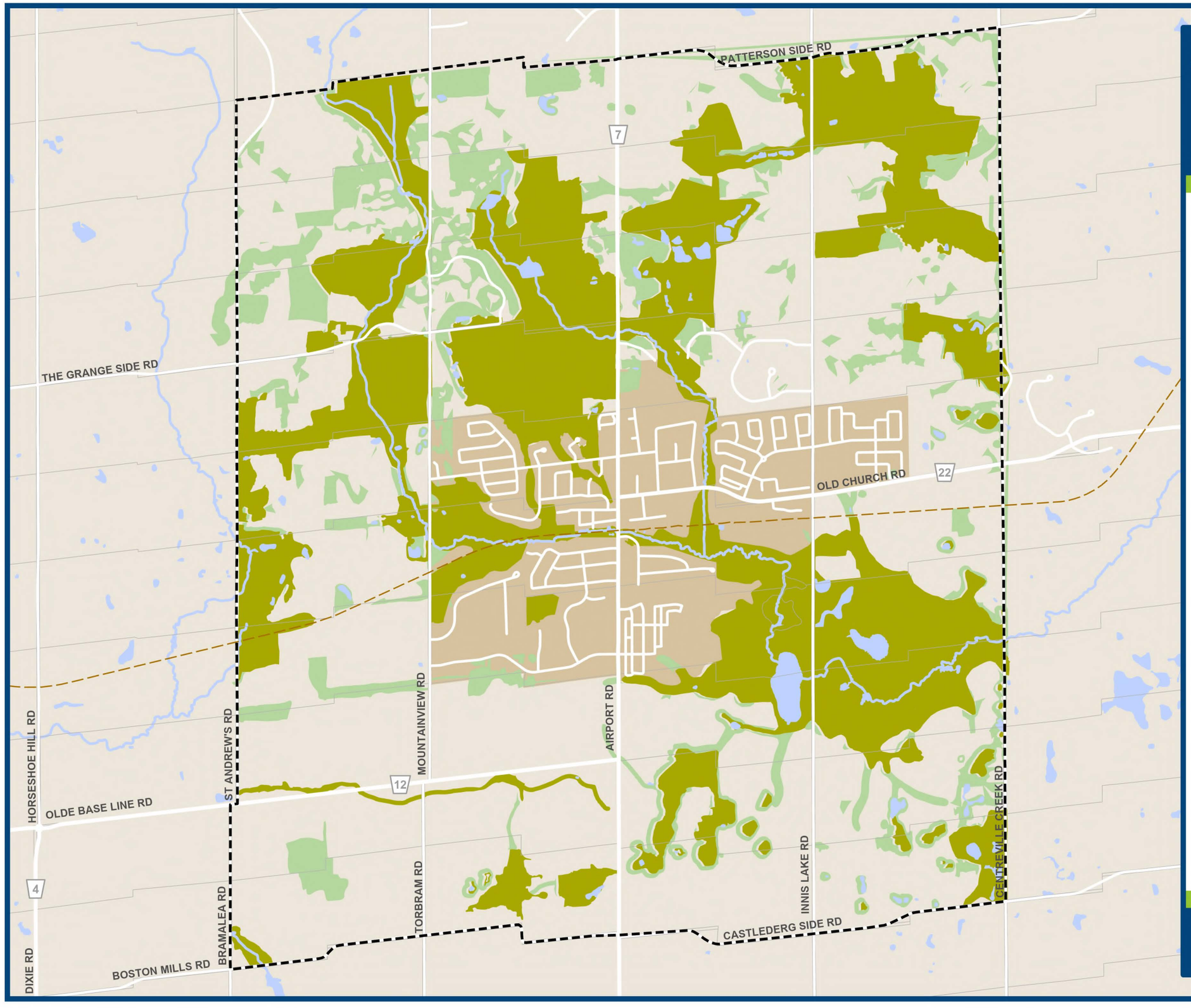
January 2026

TOWN OF CALEDON

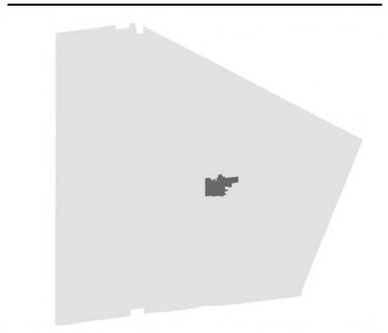
Figure 16

CALEDON EAST SECONDARY PLAN

EPA & SUPPORTIVE NATURAL SYSTEMS



- Supportive Natural Systems & Linkages (revised November 1999)
- Environmental Policy Area (revised November 1999)
- Study Area Boundary
- Settlement Area Boundary
- Lot & Concession Line
- Caledon Trailway
- Regional Road
- Local Road



Base Data Source: Town of Caledon

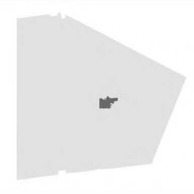
0 50 100 200 300 400 500 m

January 2026

TOWN OF CALEDON

Figure 17
CALEDON EAST CONCEPTUAL PEDESTRIAN NETWORK

- Institutional
- Environmental Policy Area
- Open Space Policy Area
- Open Space/Institutional Policy Area
- Settlement Area Boundary
- Conceptual Pedestrian Linkage
- Caledon Trailway
- Regional Road
- Local Road



Base Data Source: Town of Caledon

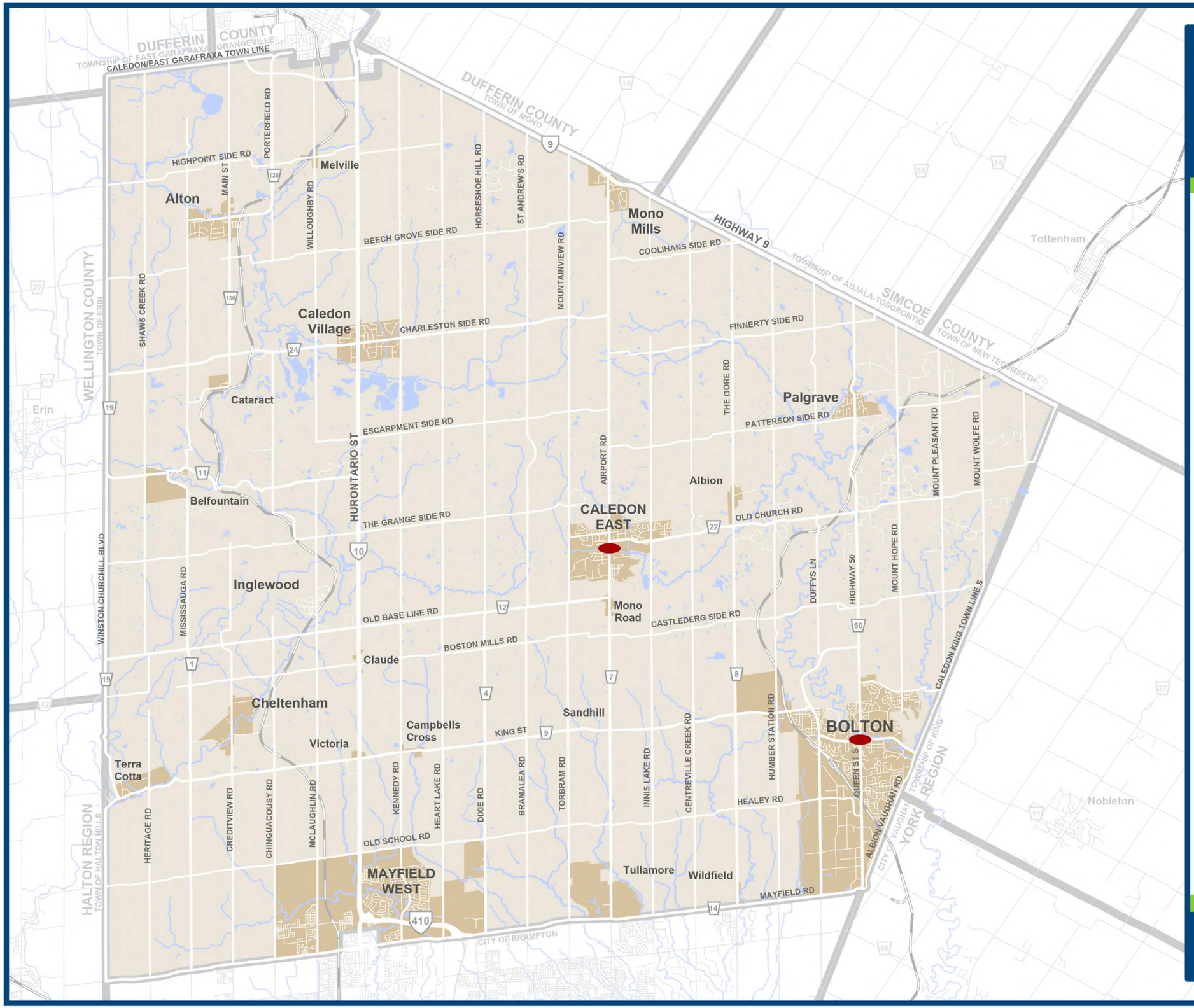
0 50 100 200 300 400 500 m

January 2026

TOWN OF CALEDON

Appendix III

COMMUNITY IMPROVEMENT PLAN AREAS



- Community Improvement Plan Project Area
- Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km

January 2026