FUTURE CALEDON OFFICIAL PLAN

Volume 2



TOWN OF CALEDON

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Secondary Plans and Other Detailed Area Policies

7.1 Palgrave Estate Residential Community

7.1.1 The Palgrave Estate Residential Community is established on Schedule B1. The policies of Section 7.1 provide for the orderly development of an estate residential community within a comprehensive environmental planning framework.

7.1.2 In the case of conflict between the detailed policies contained in Section 7.1 of this Plan and the policies contained in Sections 4.9 and 5.13, the policies of Section 7.1 shall prevail.

7.1.3 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 the ORMCPA and Section 4.9. In the case of conflict between the provisions of Section 7.1, Section 4.9 and the ORMCPA, the more restrictive policies shall prevail.

7.1.4 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 "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.

e) 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.

f) For the purposes of Section 7.1"Palgrave Estate Residential Community" means the entire Palgrave Estate Residential Community shown on Schedule A1.

g) 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).

h) 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.

i) For the purposes of Section 7.1, “cluster estate residential development” means a low-density form of residential development in which attached or detached dwelling units are clustered in one or more portions of the site to better facilitate environmental conservation and minimize the need to disturb the site for development and construction, compared to more traditional estate residential development. It is the intent of this Plan to ensure that cluster estate residential development is consistent with the low-density character of the Palgrave Estate Residential Community, and a proposal for cluster estate residential development will not exceed the maximum number of units permitted on a lot for a traditional estate residential development in accordance with the policies of this Plan.

Planning Principles

7.1.5 Estate residential development should be encouraged in appropriate parts of the Palgrave Estate Residential Community.

7.1.6 The rural character of the landscape and the community shall be maintained as new development occurs.

7.1.7 Woodlots and wetlands and other ecologically significant areas, including valley and stream corridors, shall be protected from development.

7.1.8 The Town will encourage continued prosperity of agricultural uses and farming should be encouraged in areas designated for eventual estate residential development.

7.1.9 Conflicts between farming and estate residential development should be minimized as much as possible.

7.1.10 Existing severances along with their existing residential and agricultural uses should be retained as an alternative type of estate lot.

7.1.11 Estate residential development will display a high level of environmental quality and amenity.

7.1.12 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 7.1.36 to 7.1.40 and 7.1.71 to 7.1.122 respectively. Architectural height restrictions may be required in areas of high potential visual impact. A visual impact assessment, prepared in accordance with Section 7.1.184, shall be required by the Town where development includes areas of high potential visual impact, particularly where structure envelopes are proposed on slopes exceeding 10%.

7.1.13 A Design Brief may be required by the Town to demonstrate implementation of the policies of this Plan and any applicable design guidelines, in accordance with Section 7.1.186.

7.1.14 Applicants for plans of subdivision should be required to devote considerable pre-submission effort to environmental site research and design.

7.1.15 Innovative environmental planning and design is strongly encouraged to preserve and enhance the environmental characteristics of the Palgrave Estate Residential Community.

7.1.16 The environmental impacts of construction and development should be minimized.

7.1.17 ORMCP Key Natural Heritage Features and Key Hydrologic Features, and their Minimum Vegetation Protection Zones shall be protected from development and rehabilitated as necessary in an environmentally acceptable manner.

7.1.18 Mount Wolfe, lowland landforms and ORMCP Natural Core and Natural Linkage Areas shall not be developed.

7.1.19 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, Conservation and Parks and or the Ministry of Northern Development, Mines, 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.

7.1.20 Cultural heritage conservation shall be addressed through the development application review process and in accordance with the heritage conservation policies of the Province and the Town and the Ontario Heritage Act. Decisions that affect built heritage resources and cultural heritage resources shall be informed by guidance material provided by the Ministry of Heritage, Sport, Tourism and Culture Industries. Archaeological resources must be addressed through the development application process in accordance with the Standards and Guidelines for Consultant Archaeologists as issued by the Ministry of Heritage, Sport, Tourism and Culture Industries and the Town energy conservation practices at the building and site design levels shall be encouraged.

7.1.21 Estate residential development should be monitored by the Town to determine the effects on Town and community services.

7.1.22 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.

7.1.23 The Town will give consideration to appropriate buffering between estate residential development, and abutting rural lands in adjacent municipalities.

General Development Policies

7.1.24 Estate residential development will take place by registered plan of subdivision or condominium only.

7.1.25 Estate residential plans of subdivision must conform to the Town's Official Plan the implementing Zoning By-law and the ORMCP.

7.1.26 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.

7.1.27 Estate residential development shall take the form of rural, traditional estate developments consisting of single detached units on large lots, or in the form of cluster estate residential development as defined in Section 7.1.4.

7.1.28 An application for cluster estate residential development shall only be permitted by way of a site-specific amendment to this Plan. While Section 7.1 of this Plan incorporates policies regarding cluster estate residential development, it is the intent of the Town to require a site-specific Official Plan Amendment to evaluate the effectiveness of this policy framework on a case-by-case basis and ensure that cluster estate residential development meets the intent and goals of this Plan.

7.1.29 The Town will encourage applicants to consider cluster estate residential development as an alternative to traditional large lot estate residential development, in the interest of encouraging a greater range of potential unit types and reduced development impact. In particular, this form of development is appropriate in areas where there are significant environmental constraints and lands designated EZ (Schedule F2) that would limit the potential for a rural, traditional estate residential development.

7.1.30 The uses permitted on lands designated Policy Areas 1, 2 and 3 on ScheduleF1, exclusive of lands designated EZ 1 on Schedule F2 of the Palgrave Estate Residential Community, will be agriculture and associated residential uses, rural estate residential uses, cluster estate residential development, 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 existing extractive industrial uses.

7.1.31 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, cluster estate residential development, intensive recreation and small scale institutional uses, which shall not be permitted

7.1.32 The above-noted uses shall only be permitted if they meet all applicable provisions of this Plan.

7.1.33 Notwithstanding any other provisions of this Plan, within lands designated EZ 1 on Schedule F2 (as may be modified through detailed study in accordance with Section 7.1.72 and 7.1.73) permitted uses shall only include those uses permitted in EPA, in accordance with Section 5.13.

7.1.34 Apartments-in-houses as per Section 5.24.13 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, Apartments-in-Houses and Garden Suites shall also be subject to the detailed provisions of the Oak Ridges Moraine Plan and the garden suite policies of this Plan.

Population

7.1.35 The Town will monitor population increases in the Palgrave Estate Residential Community having regard to the Plan.

Policy Areas

7.1.36 Schedule F1, 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 an existing licencing extractive industrial area.

7.1.37 Policy Area 1 is the prime area for future estate residential development including cluster estate residential development.

7.1.38 Policy Areas 2 and 3 are suitable for estate residential development including cluster estate residential development at lower densities and higher minimum net lot sizes than Policy Area 1.

7.1.39 Policy Area 4 is unsuitable for estate residential development and cluster estate residential development, and no density will be allocated to it. Development 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.

7.1.40 Policy Areas 1, 2 and 3 correspond to the ORMCP Countryside Area designation on Schedule A3 and Policy Area 4 corresponds to the ORMCP Natural Core Area and Natural Linkage Area designations on Schedule A3. Within the ORMCPA, the boundaries of the Policy Areas 1, 2, 3 and 4, as delineated on Schedule F1, 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 F1 will be considered until the time of a ten (10) year review of the ORMCP as outlined by the Oak Ridges Moraine Conservation Act, 2001.

Density

7.1.41 Densities will be calculated on an individual plan of subdivision and/or plan of condominium basis in accordance with the following conditions. Densities are not transferable from one development proposal and/or application to another. For the purposes of determining the maximum number of lots and/or units, calculations shall be rounded to the lower whole number after consideration of density bonuses.

7.1.42 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 7.1.85 and other applicable policies of this Plan.

7.1.43 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 7.1.85 and other applicable policies of this Plan

7.1.44 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 7.1.85 and other applicable policies of this Plan

7.1.45 Lands in Policy Area 4 will not be counted in the calculation of maximum number of units permitted.

7.1.46 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.

7.1.47 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.

7.1.48 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.

7.1.49 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 7.1.46 or 7.1.47, 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.

7.1.50 If an individual lot is located in more than one of Policy Areas 1, 2 and 3 after the subdivision/development 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.

7.1.51 The maximum number of units calculated according to these density policies will only be permitted if the plan of subdivision or condominium complies with all other policies of this plan. The number of lots in any proposed plan of subdivision or the number of units in a plan of condominium will be reduced if necessary, to comply with other policies of this plan.

7.1.52 It is recognized that while the policies of Section 7.1.41 to 7.1.53 establish overall maximum density requirements that are applicable to all forms of residential development in the Palgrave Estate Residential Community, the density of traditional rural estate residential development has historically been more limited by the minimum lot area requirements of Section 7.1.54. It is the intent of the policies of this Plan to maintain the current density of development that has characterized the Palgrave Estate Residential Community while enabling cluster-style residential development. To achieve this objective, the maximum number of permitted units in any proposed cluster estate residential development (or a combination of cluster units and traditional subdivided single detached dwellings) shall be the lesser of:

a) The maximum permitted density calculated in accordance with the policies of Section 7.1.41 to 7.1.53; or,

b) The potential number of units that would have been permitted for a proposed traditional rural estate plan of subdivision on the subject lands in accordance with the requirements of Section 7.1.56.

7.1.53 For clarity, the policies of Section 7.1.52 shall not affect the bonusing permissions of this Plan, which awards additional units in exchange for environmental restoration in accordance with Section 7.1.86.

Lot Area and Development Form

7.1.54 Estate residential plans of subdivision or condominium 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.

7.1.55 Lot areas and dimensions must reflect the topographic and environmental characteristics of the site in accordance with the policies of Section 7.1.72 to 7.1.123. 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.

7.1.56 The following policies for minimum lot area will apply to traditional rural residential estate developments that proceed by way of a plan of subdivision to provide single detached dwellings on large lots:

a) The minimum net lot area for residential uses in Policy Area 1 will be 0.45 of a hectare (1.1 acres).

b) 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.

c) 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 the ORMCP, 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.

d) 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.

e) 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.

f) 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 7.1.56 a).

g) Subdivisions with average net lot areas substantially larger than the minimum permitted in the applicable Policy Area will be encouraged.

h) A variety of lot sizes in a plan of subdivision will be encouraged.

The following policies for lot area and configuration of development will apply to cluster estate residential development, as defined in Section 7.1.4, which may be proposed as part of a plan of subdivision and/or plan of condominium:

a) There shall be no specific minimum lot size requirements applicable to each individual lot or dwelling unit in a cluster estate residential development proposal. However, the number of units shall be in accordance with the density policies of Section 7.1.42 to 7.1.53 and any density bonus awarded in accordance with Section 7.1.73. Further, the minimum individual lot/unit sizes as well as the form and

configuration of development areas shall be subject to the standards and guidelines established by the Ministry of the Environment, Conservation and Parks or its designated agents for the provision of septic systems, in accordance with the policies for servicing (7.1.58 to 7.1.71).

b) Cluster estate residential development shall be located within portions of the subject lands which are suitable in terms of its topography and environmental characteristics, in accordance with the policies of section 7.1.72 to 7.1.123.

c) Cluster estate residential development shall incorporate areas of open space that visually distinguish different clusters and reduce the impact of massing in a manner that maintains consistency with the established low density, rural character of the community.

d) The implementing zoning by-law will establish a limitation on the number of attached dwellings permitted within one building. This shall generally be a maximum of four attached dwelling units.

e) The implementing zoning by-law will establish minimum separation distances between buildings to create privacy between units while contributing to the rural character of the Palgrave Estate Residential Community. The separation distance shall generally be at least 10.0 metres, except in specific circumstances as warranted by limitations on lot configuration or other similar reasons. Larger separation distances are encouraged.

f) A mix of unit types will be encouraged within a development.

Servicing

7.1.57 Every lot or unit in an estate residential plan of subdivision and condominium shall be serviced with a private individual 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.

7.1.58 An applicant for an estate residential plan of subdivision and/or condominium 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, and Town of Caledon's engineering standards. Every lot and unit in an estate residential plan of subdivision or condominium shall be serviced with municipal water services. New private individual wells shall not be permitted as part of an estate residential plan of subdivision or condominium.

7.1.59 The provision of water services and on site private septic systems shall be in accordance with the Lake Simcoe Protection Plan and any Source Protection Plan, as applicable.

7.1.60 Municipal water service will be provided to the Palgrave Estate Residential Community by orderly expansion of the existing Palgrave water supply system.

7.1.61 Communal septic or wastewater treatment and communal well systems may be permitted in accordance with criteria set out by the Region of Peel.

7.1.62 Water services will be made available by the applicant to the lot boundaries of existing adjacent and nearby rural residences as development proceeds.

7.1.63 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.

7.1.64 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.

7.1.65 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.

7.1.66 Estate residential plans of subdivision and/or condominium 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).

7.1.67 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.

7.1.68 Solid waste disposal will be carried out by the Region of Peel.

7.1.69 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, anticipated phasing or timing of Regional water services, and the hydrogeological impacts of expanding the water supply system.

7.1.70 Servicing of estate residential developments shall also conform to the applicable provisions of the ORMCP.

Environmental Policies

7.1.71 Schedule F2, 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:

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 (EZ 1 also includes all ORMCP Key Natural Heritage Features and Hydrologic Features, and their related Minimum Vegetation Protection Zones.

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 shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this Plan. The Town may require zoning EZ2 in a separate classification in the implementing Zoning By-law to ensure the use of the land conforms to the policies 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.

7.1.72 The general locations of EZ 1 and EZ 2 are shown on Schedule F2, 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 7.1.167 to 7.1.192 where applicable.

7.1.73 Minor changes and refinements to EZ 1 and EZ 2 shown generally on Schedule F2, 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.

7.1.74 A Structure Envelope must be shown for each lot on any proposed plan of subdivision or condominium. The location and extent of the Structure Envelope for all types of development shall be in accordance with the policies of this Plan, including requirements for maintaining EZ1 and EZ2 and avoiding steep slopes. 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 as determined through the application of the policies of this Plan for maintaining environmental features, topography and other considerations. The proposed dwelling and driveway locations and soil absorption area for sewage disposal shall be shown within the Structure Envelope.

7.1.75 Structure Envelopes for single detailed dwellings on rural estate plans of subdivision 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.

7.1.76 This Plan does not establish a range for the size of Structure Envelopes in relation to a plan of condominium or plan of subdivision for a cluster estate residential development, as the appropriate structure envelope size may vary depending on the proposed types of dwelling units.

However, the Structure Envelope shall be suitably sized to accommodate the dwelling(s), all necessary lot grading, soil absorption area for sewage disposal, driveways, and any accessory uses and amenity spaces as may be appropriate in the context of the development proposal.

7.1.77 The proposed dwelling locations as shown within the Structural Envelope will be located and sized to provide for sufficient outdoor amenity areas in the rear and side yards.

7.1.78 No part of a Structure Envelope will be permitted in EZ 1 or in Policy Area 4.

7.1.79 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.

7.1.80 Plans of subdivision and plans of condominium shall be designed such that the layout of roads, services, lots and structure envelopes establish large, contiguous open space blocks which provide continuous connections between EZ1, to the greatest extent practical.

7.1.81 No portion of a residential lot and no portion of a structure envelope will be permitted below the regional floodline and land below the 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, and the Ministry of Northern Development Mines, Natural Resources and Forestry, and Toronto and Region Conservation Authority.

7.1.82 Intensive recreational uses such as snowmobile and motorized trail bike routes will be discouraged in EZ 2.

7.1.83 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 7.1.180 and 7.1.113.

7.1.84 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. In all cases the permitted slope for Structure Envelopes shall also be in accordance with the Ontario Building Code, as may be updated from time to time, as may be applicable to buildings, structures and/or the septic system and leaching bed.

7.1.85 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 7.1.92 will be given for each 4 hectares (9.9 acres) in the development that is suitably enhanced through reforestation or other appropriate planting by the applicant up to a maximum of 40 percent of the area of the subdivision plan. For clarity, areas that are currently forested or are required to be protected in accordance with the policies of this Plan shall not be eligible to be counted for density bonusing. The eligible lands shall consist only of lands that are proposed to be reforested and/or planted in a manner that exceeds the requirements of all applicable policies.

7.1.86 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 7.1.187. Reforestation shall generally be planted in contiguous blocks of 2.0 hectares (5.0 acres) or greater.

7.1.87 All proposals for a density bonus under Section 7.1.86 must be supported by an Environmental Planting/Reforestation Plan and Report, as described in Sections 7.1.169 and 7.1.186. Environmental Planting/Reforestation Plans and Reports must be approved by the Town of Caledon and the Conservation Authority.

7.1.88 Implementation of the Environmental Planting/Reforestation Plan, including related measures to manage impacts from construction activity, shall be addressed as part of conditions of approval, and/or implementing agreements. Requirements for protecting, managing and dedicating lands proposed to be reforested shall be addressed as conditions of approval for the plan of subdivision / condominium.

7.1.89 Notwithstanding the above provisions for bonus units the Town may require the applicant to implement suitable environmental protection, management, and reforestation programs even though the plan may not qualify for bonus units. Such programs are subject to the approval of the Town of Caledon and other relevant agencies.

7.1.90 Applicants may be required to enter into legal agreements with respect to the protection and management of reforested areas and Environmental Zones.

7.1.91 It is the intent of the Town to ensure that natural features that are not secured into public ownership and are included within private property are appropriately protected or maintained by the future homeowner, the Town may require restrictive covenants to be registered on title, the use of educational tools, or other appropriate measures.

7.1.92 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.

7.1.93 The fire resistance of existing vegetation and new reforestation should be increased by including an appropriate percentage of deciduous trees and considering limitations on the percentage of coniferous trees or other measures as required by the Town. Other mitigation measures may include directing development to areas outside of lands that are in close proximity to hazardous forest types for wildland fire or identifying appropriate setbacks.

7.1.94 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. The Town will consult with the applicable Conservation Authority to identify educational programs to support implementation of this policy.

7.1.95 Backyard wildlife programs and conservation efforts by individual property owners will be encouraged.

7.1.96 The continuity and integrity of the lowland open space system must be maintained in estate residential plans of subdivision.

7.1.97 Proposed plans of subdivision will be required to minimize interference with natural drainage.

7.1.98 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, in consultation with the Conservation Authority.

7.1.99 New ponds constructed for aesthetic purposes will not be permitted in Policy Area 4, EZ 1 and EZ 2 and shall only be located within an approved structural envelope.

7.1.100 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 units unless these areas are to be reforested or environmentally managed in accordance with Section 7.1.86.

7.1.101 The existing natural flow patterns into and from existing ponds should not be disturbed.

7.1.102 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 units and will be included on the Environmental Management/Reforestation Plan.

7.1.103 Existing ponds and watercourses shall be protected from sedimentation and will not be used as settling basins for run-off during construction.

7.1.104 Ponds may be zoned separately in the implementing Zoning By-law.

7.1.105 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 Northern Development, Mines, Natural Resources and Forestry, the Conservation Authority and the Town of Caledon.

7.1.106 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 units and will be included in the Environmental Management/Reforestation Plan.

7.1.107 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 Northern Development, Mines, Natural Resources and Forestry and the Conservation Authority.

7.1.108 Pursuant to Section 28 of the *Conservation Authority Act*, written permission of the appropriate Conservation Authority may be required in relation to development or site alteration in its regulated areas.

7.1.109 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 7.1.146 to 7.1.162 and 7.1.184.

7.1.110 Grading in estate residential developments will be limited to structure envelopes in accordance with Section 7.1.75, 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 Conservation Authority and the Northern Development, Mines, Natural Resources and Forestry and the Town of Caledon.

7.1.111 New subdivision roads and services will not be permitted in Policy Area 4 or EZ 1, except if they are part of the planned new east-west collector roads described in Section 7.1.146, and then only in accordance with all other applicable provisions of this Plan.

7.1.112 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.

7.1.113 Roads in estate residential developments should follow the topography of the site.

7.1.114 The depth of cut and the placement of fill for local streets and structure envelopes in future estate residential plans of subdivisions or condominium will normally be restricted to 1-2 metres. Gentle transitions to natural grade will be provided.

7.1.115 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.

7.1.116 The application of road salt and other chemicals will be minimized in Policy Area 3 commensurate with the maintenance of acceptable winter driving conditions.

7.1.117 Gasoline storage or pumping operations will not be permitted in Policy Area 3 or wherever sand to water table conditions occur.

7.1.118 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 7.1.170 to 7.1.180 also must have piezometers removed and sealed prior to construction unless the borehole is approved by the Town for future environmental monitoring purposes.

7.1.119 The Special Policy Area: Waste Disposal designation on Schedule F1 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, Conservation and Parks 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, Conservation and Parks that development can take place safely; and,

c) Development occurring in accordance with the underlying land use provisions in Schedule F1.

7.1.120 Structure Envelopes will not be permitted to include any part of the Special Policy Area: Waste Disposal Area referred to in Section 7.1.120 that was used for waste disposal. Furthermore, the Special Policy Area: Waste Disposal Area will be zoned separately in an implementing zoning bylaw.

7.1.121 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, key hydrologic features and adjacent lands within ORMCP Natural Core Areas and Natural Linkage Areas.

7.1.122 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 key hydrologic feature on the lot or lots created.

Energy Conservation

7.1.123 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, energy efficient homes, and energy conservation devices.

Cultural Heritage Resources

7.1.124 Properties or structures designated under the *Ontario Heritage Act* must be preserved in and integrated with any proposed estate residential developments.

7.1.125 The Town will encourage developers of estate residential plans of subdivisions containing or adjacent to, built heritage resources or cultural heritage landscapes to incorporate any design and siting features necessary to integrate the proposed development with built heritage resources or cultural heritage landscapes.

7.1.126 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 7.1.42 provided that the house is renovated and restored in consultation with, and to the satisfaction of the Town.

7.1.127 Estate residential plans of subdivision will be circulated to the Town of Caledon Heritage Committee for their comment prior to approval.

7.1.128 Following a stage 1 archaeological assessment, it may be acceptable to limit the location of archaeological test pit survey on a property to areas of construction and grading, but only if recommended by a licensed archaeologist in accordance with Provincial guidelines.

7.1.129 Archaeological sites which are encountered on a property in areas that are free from all grading and construction impacts can be avoided and may not require further archaeological investigation provided this is recommended by a licensed archaeologist and the recommended avoidance and long term protection mechanisms have been implemented. 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.

Parks and Open Space

7.1.130 The implementation of a well-linked network of trails and cycling routes within the Palgrave Estate Residential Community shall be an objective of the Town to promote activity and connectivity in a manner suitable to the estate residential context. Opportunities to enhance a trail network within the Palgrave Estate Residential Community and to identify connections beyond the Palgrave Estate Residential Community shall be explored by the Town as part of its Trails Master Plan, in consultation with the Conservation Authorities and other agencies, to identify and promote linkages between trails.

7.1.131 Linkages with regional trail systems and adjacent open space systems will be developed in accordance with the Town of Caledon's Trails Master Plan, where required by the Town. Such linkages will be passive in nature and shall be developed in an environmentally sound manner through consultation and coordination with the appropriate agency. Any such required trails shall be dedicated to the Town in accordance with the provisions of the *Planning Act.*

7.1.132 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, shall 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, to the satisfaction of the Town.

7.1.133 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 7.1.41 to 7.1.53 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.

7.1.134 The Town or the Conservation Authority may require reforested/replanted land dedicated to them in accordance with the environmental planting/reforestation policies in Section 7.1.72 to 7.1.123 and may enter into an agreement with respect to reforestation/replanting 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.

7.1.135 Open space in an estate residential plan of subdivision may be used for active recreational, public uses and a community garden subject to Section 7.1.142.

7.1.136 Active recreational, public uses and community gardens will not be permitted in Policy Area 4 and EZ 1 and will be discouraged in EZ 2.

7.1.137 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.

7.1.138 Additional neighbourhood parks of 0.4 to 0.8 hectares may be required in estate residential plans of subdivision dependent upon the size of the proposed development, and the availability and accessibility to other forms of open space and community facilities.

7.1.139 Where required, 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.

7.1.140 EZ 1 and Policy Area 4 in Open Space areas shall not be intensively managed or altered unless in accordance with the Environmental Planting/Reforestation Plan provision of Subsection 7.1.72 k). Alterations to EZ 2 shall be discouraged.

7.1.141 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 Zoning By-law.

7.1.142 The Town of Caledon will have regard to the Open Space and Recreation policies contained in the Parks and Recreation 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.

Schools

7.1.143 New schools will be located on a suitable site to the satisfaction of the respective School Board.

7.1.144 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.

Transportation

7.1.145 The basic road pattern shown on Schedule G1 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.

7.1.146 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 7.1.116.

7.1.147 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.

7.1.148 The internal subdivision road pattern in estate residential developments will not be permitted to prejudice the development of adjoining land and reasonable rights-of-way 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.

7.1.149 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 7.1.72 to 7.1.123.

7.1.150 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.

7.1.151 Access to individual residential lots in an estate residential development should be from internal subdivision roads.

7.1.152 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.

7.1.153 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, Conservation and Parks 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.

7.1.154 Estate residential developments shall generally be designed to avoid the need for structural noise attenuation measures such as berming or fencing.

7.1.155 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.

7.1.156 Noise attenuation berms are not permitted within Policy Area 4, EZ 1 and EZ 2. If required, berms 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 7.1.86 such areas may qualify as a credit towards environmental bonus units.

7.1.157 Warning clauses are to be registered on title for all new lots and dwellings located within 300 metres of railway rights-of-way and 75 metres of highway rights-of-way, warning prospective purchasers of the presence of these rights-of-way. Specific wording of such warning clauses shall be determined through the noise attenuation study, and shall be specified in the conditions of draft plan of subdivision or draft plan of condominium approval of the proposed development to the satisfaction of the Town, the Ministry of the Environment, Conservation and Parks and the Region of Peel.

7.1.158 Dwellings within 300 metres of the railway right-of-way y shall be constructed such that their interior noise levels and outdoor amenity space meet the criteria or guidelines of the Ministry of the Environment, Conservation and Parks or the Region of Peel, whichever is applicable.

7.1.159 Should dwellings be proposed within 75 metres of the railway track, a vibration study will be required, which may specify additional necessary mitigation measures.

7.1.160 The setback of dwellings from the railway right-of-way shall be a minimum of 30 metres. Uninhabitable buildings such as garages may be permitted.

7.1.161 In addition to the provisions of Section 7.1.146, Transportation, infrastructure and utilities shall conform to the provisions of the ORMCP.

Extractive Industrial

7.1.162 Existing extractive industrial uses in the Palgrave Estate Residential Community will conform to the Mineral Resource Policies contained in Section 5.23.

Agricultural Uses

7.1.163 Notwithstanding Section 5.15.5, the minimum permissible setback from an existing or proposed estate residential plan of subdivision for any proposed livestock facility will be calculated using the appropriate Minimum Distance Separation Formulae and guidelines, as published by the Province and as may be amended from time to time. It is not intended that Minimum Distance Separation Formulae will apply to new residential plans of subdivision or condominium. However, the Town will require the calculation of Minimum Distance Separation and may require warning clauses to be registered on title where proposed residential uses are located adjacent to or within proximity of livestock uses, as calculated through the application of Minimum Distance Separation Formulae, as published by the Province and as may be updated from time to time. Other mitigation measures may be implemented by the Town in consideration of Provincial guidelines, such as the Guidelines on Permitted uses in Ontario's Prime Agricultural Areas or the Agricultural Impact Assessment Guidance, as may be appropriate

7.1.164 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.

7.1.165 Subject to Sections 7.1.164 to Section 7.1.65 above, agricultural uses within the Palgrave Estate Residential Community shall be permitted in accordance with Section 5.16 and all other applicable provisions of this Plan.

Consents

7.1.166 Consents for residential purposes will not be permitted, except in accordance with the circumstances described below. Residential

development is intended to proceed by way of a plan of subdivision and/or plan of condominium. Consents within the Palgrave Estate Residential Community will only be permitted for legal or technical matters, including:

a) Consents required to facilitate a proposed plan of subdivision or condominium development;
b) Consents to facilitate creation or adjustments of easements or rights-of-way; and
c) Minor legal lot boundary adjustments or title corrections

Draft Plan Application Requirements

7.1.167 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.

In addition to the requirements set out in Sections 7.1.168, the required maps, reports and studies shall address all applicable requirements and provisions of ORMCP in order to ensure conformity.

It is expected that an integrated and multi-disciplined environmental research and design approach will be adopted to fulfill the draft plan application requirements. In support of this work, it is expected that field investigations will be undertaken to inform delineation of natural features and other information as required.

The Town may also appoint a consultant (peer reviewer) 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.

Environmental Mapping and Draft Plans

7.1.168 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 7.1.169 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, wetlands, streams, intermittent ponds and drainage courses. Regional flood lines shall be established where required by the Conservation Authority

and/or 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.

g) Water table gradients may also be shown on this map.

h) A Vegetation and Wildlife Ecology Map describing native and cultural vegetation and principal wildlife habitats and ecology including fisheries habitat information.

i) 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 F1, the boundaries of EZ 2 shown on Schedule F2, and any regional flood and fill lines required by a Conservation Authority.

The map 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.

j) A Draft Subdivision Plan will be prepared to accurately overlay the environmental map series to permit information review.

k) A Stormwater Management/Grading Plan will be prepared which illustrates the proposed stormwater management facilities location and grading proposals for structure envelopes and roads.

l) An Environmental Planting/Reforestation Plan will be prepared for all subdivisions or plans of condominium 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 Planting/Reforestation Plan shall also demonstrate that the area requirements for any environmental bonus units may be achieved external to the streets, structure envelopes and other cultural features on the plan and shall be integrated with the Environmental Planting/Reforestation Report described in Sections 7.1.88 and 7.1.188. The Environmental

Planting/Reforestation Plan should also integrate relevant information from the Stormwater Management and Preliminary Engineering Reports as described in Sections 7.1.186 and 7.1.187, and the Noise/Vibration Report as described in Section 7.1.184, if applicable.

Geotechnical/Hydrogeological Investigations

7.1.169 The Town may require the preparation of a Terms of Reference, to the satisfaction of the Town/Conservation Authority, to outline the requirements for geotechnical and hydrogeological investigations and the associated Reports referenced in Sections 7.1.170 – 7.1.179.

7.1.170 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.

7.1.171 The location, depth and number of individual boreholes will be based on air photo interpretation and preliminary soils mapping. 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.

7.1.172 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.

7.1.173 The single well hydraulic conductivity testing should be conducted at each of the groundwater monitoring wells to collect baseline hydraulic conductivity values for wells included in the field program. Piezometers should be installed, and water levels recorded, during and after drilling is completed.

7.1.174 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.

7.1.175 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.

7.1.176 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, Conservation and Parks Objectives for Ontario Drinking Water.

7.1.177 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.

7.1.178 The results of the above investigations shall be incorporated into the Geotechnical, Hydrogeology and Environmental Reports, as appropriate.

Geotechnical Report

7.1.179 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.

Hydrogeology Report

7.1.180 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.

7.1.181 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.

Design Brief

7.1.182 A Design Brief may be required to demonstrate implementation of the design related policies of this Plan and consistency with any applicable guidelines in the Town of Caledon Town-Wide Comprehensive Design Guidelines or other applicable design guidelines.

Noise/Vibration Report

7.1.183 A noise/vibration report will be prepared if required under Sections 7.1.154 and 7.1.160.

Visual Impact Assessment

7.1.184 A visual impact assessment will be prepared if required by Section 7.1.12 to address:

a) Identification of the potential visual impact on viewsheds based on proposed structure envelopes and slopes and their relationship to the road network, trails and other public lands;
b) Mitigation measures including recommended building heights, zoning/guidelines, reforestation, etc.; and
c) Demonstration that the development will have no negative impacts on views.

Stormwater Management Report

7.1.185 A report and plans will be prepared describing the proposed stormwater management concept, supporting storm run-off and recharge calculations and facilities proposed. This report must address the recommendations of the hydrogeology report and applicable Conservation Authority guidelines.

Preliminary Engineering Report

7.1.186 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. The report shall assume an appropriate minimum average estate dwelling size to the satisfaction of the Town and Conservation Authority

Environmental Planting/Reforestation Report

7.1.187 The report shall document and detail all reforestation/planting and environmental protection and management measures being recommended in accordance with Section 7.1.71 and shall be integrated with the Environmental Planting/Reforestation Plan described in Section 7.1.169 i).

Archaeological Assessment Reports

7.1.188 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 using archaeological potential criteria from the Ministry of Heritage, Sport, Tourism and Culture Industries. 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.

Environmental and Engineering Summary Report

7.1.189 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.

7.1.190 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.

7.1.191 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.

Golf Course and Golf Course Residential

7.1.192 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.

7.1.193 All applications for Golf Course Estate Residential developments are subject to the policies of Sections 7.1 and 4.9 and the ORMCP. 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 7.1.168, 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 Northern Development, Mines, Natural Resources and Forestry and the Town of Caledon.

7.1.194 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 Ministry of Northern Development, Mines, Natural Resources and Forestry, and the Conservation Authority.

7.1.195 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 7.1.168.

7.1.196 The design of the residential development associated with the golf course 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.

7.1.197 Irrigation water for golf courses will be obtained from appropriate surface and groundwater sources and not from the Palgrave Water Service Area supply.

7.1.198 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 supply sources required to service the Palgrave Estate Residential Community.

7.1.199 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.

7.1.200 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, Conservation and Parks standards and practices, will not exceed the densities permitted within the applicable Policy Area of the Palgrave Estate Residential Community. The policies for minimum lot sizes and other design considerations under Section 7.1.5 to 7.1.23 shall apply

Communal Sewage Treatment Systems

Introduction

The policies of the following section 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.

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 this section. Such applications are also subject to the requirements of Section 4.9 and the ORMCP.

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 this Section 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.

Definition

7.1.201 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.

General Policies

7.1.202 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.

7.1.203 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.

7.1.204 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.

7.1.205 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.

7.1.206 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.

7.1.207 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.

7.1.208 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.

7.1.209 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.

7.1.210 Direct disposal of effluent to existing surface waterbodies and watercourses is not anticipated by these policies.

7.1.211 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.

7.1.212 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.

7.1.213 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.

7.1.214 Effluent plume monitoring capabilities will be included as part of the Communal Sewage Treatment System installation.

7.1.215 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.

7.1.216 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

7.1.217 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 7.1.72 to 7.1.123. This includes all Environmental Zones and Policy Area 4. As the maximum permitted density allowed in Section 7.1.221 to 7.1.226 has factored in this required level of environmental management and reforestation no additional density bonuses will be awarded for this work.

Buffers

7.1.218 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.

7.1.219 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.

Density and Lot Size

7.1.220 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.

7.1.221 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.

7.1.222 Where an increase in the residential unit density is being considered in accordance with Section 7.1.221, 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 7.1.41 to 7.1.53.

7.1.223 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 7.1.54 to 7.1.57. Except, a minimum lot area smaller than that permitted in Section 7.1.54 to 7.1.57may 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.

7.1.224 Minimum lot areas do not apply to condominium residential unit proposals.

7.1.225 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.

Site Investigation and Monitoring

7.1.226 In addition to the Draft Plan Application Requirements contained in Section 7.1.168, 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 7.1.168 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 7.1.168.

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.

7.1.227 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.

Offsite Plume

7.1.228 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.

7.1.229 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.

7.1.230 Offsite plume attenuation zones may be required if existing and predicted plume concentrations exceed Ministry of the Environment, Conservation and Parks 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.

Commissioning and Responsibility Agreement

7.1.231 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.

7.1.232 The applicant will be responsible for feasibility studies, preparation of environmental assessments, design of communal sewage disposal facilities, implementation and system monitoring during commissioning.

7.1.233 The Region of Peel will be responsible for setting of performance standards and guidelines for operation and approval of designs and construction.

7.1.234 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.

7.1.235 The Responsibility Agreement will include provisions for periodic Environmental Monitoring of the resultant effluent plume in the groundwater.

7.1.236 The Responsibility Agreement will recognize offsite attenuation zone easements as may be required.

7.2 Bolton Secondary Plan

7.2.1 Placeholder

The Bolton Secondary Plans are undergoing a separate process for review and consultation.

7.3 Inglewood Village Plan

Introduction

7.3.1 Within the hierarchy of settlements set out in this Official Plan, the Villages are identified as existing diverse communities, which are primarily residential nodes focused on an historic main street or crossroads. Inglewood is one of the Town's historic Villages and has features in common with the other Villages as well as unique characteristics. Inglewood began as a fairly traditional milling and railway village. The relatively dense historic core was largely built-out between the 1850s and 1900. More recent development that occurred between the 1970s and the late 1990s is less dense and contains a housing stock that is significantly different from that of the core.

7.3.2 Located on the gently sloping south face of the Niagara Escarpment, and within the Credit River valley, the community derives many of its unique characteristics from this dramatic natural setting. The community functions as a significant recreational node, being at the junction of several major trail systems, including the Caledon Trailway, the Bruce Trail and the Trans-Canada Trail. The Credit River also provides many recreation and tourism opportunities. The Village contains a range of community facilities, including an arena, library, fire hall and community centre, and a variety of services are offered by the Town and local service groups.

7.3.3 As part of developing the Inglewood Village Plan, four related documents have been prepared. These are:

a) The draft Inglewood Village Tributary Study, which addresses, at a conceptual level, stormwater management/surface water quality issues in existing and new development areas;

b) The Inglewood Village Water and Wastewater Servicing Plan, which addresses water and wastewater servicing requirements related to existing conditions and planned growth and development;

c) The Inglewood Village Environmental Management Plan, which establishes environmental management guidelines and recommendations with regard to planning and policy; rehabilitation and retrofit; stewardship and education; and, monitoring and reporting; and,

d) The Inglewood Village Community Design Guidelines, which address community design issues in existing and new development areas.

These reports provide additional direction and guidance with regards to implementing the policies of the Village Plan.

Objectives

In addition to the objectives established elsewhere in this Plan, the following objectives have been established specifically for Inglewood.

Community Planning Objectives

a) To allow for moderate growth within the Village boundaries, that is compatible with the character of the existing Village.

b) To establish appropriate mechanisms to manage the rate and phasing of growth in a manner which is compatible with the existing Village.

c) To provide for a range of housing styles where appropriate, that is compatible with the existing character of the Village.

d) To prepare and implement community design guidelines which complement the objectives and policies of the Inglewood Village Plan.

e) To ensure that existing and new development addresses the recommendations and strategies contained in the Inglewood Village Environmental Management Plan.

f) To promote stewardship through such measures as the preparation of an Inglewood Village Environmental Stewardship Manual.

g) To identify and protect, as appropriate, cultural heritage and archaeological resources, including heritage buildings, existing historic farm clusters and hedgerows, and significant landscape features and views.

h) To provide for a system of open spaces, trails and pedestrian walkways that interconnect the New Residential Neighbourhoods, McLaughlin Road, the Core and the Caledon Trailway.

i) To establish and maintain a trail linkage between the Caledon Trailway and the Elora-Cataract Trail.

j) To identify and address transportation-related problems, including parking within the Core area and opportunities for traffic calming along McLaughlin Road.

k) To establish appropriate development and engineering standards which allow for the safe and efficient movement of vehicles while fostering intimate village streetscapes and pedestrian movement.

Environmental Objectives

a) To adhere to the Ecosystem Planning and Management Objectives contained in Sections 4.9 and 5.13 of this Plan.

b) To implement the recommendations and strategies contained in the Inglewood Village Environmental Management Plan.

c) To ensure that stormwater management and surface water quality issues are addressed in accordance with the Inglewood Village Tributary Study.

Servicing Objectives

a) To provide water and wastewater servicing capacity to service planned growth to the year 2051 in accordance with the Inglewood Village Water and Wastewater Servicing Plans.

b) To provide wastewater servicing by municipal or communal systems, if feasible, rather than individual on-site systems.

c) To allow for the development of 48 residential lots on individual septic systems within New Residential Neighbourhood A, subject to appropriate environmental controls.

The Structural Concept

7.3.4 The Structural Concept establishes an overall vision for the evolution of Inglewood to the year 2021 which addresses key community issues and priorities. As such, it forms the basis for the Village Plan policies and land use designations shown on Schedule N. The main elements of the structural concept are described in the following paragraphs.

7.3.5 The Concept recognizes the character of the existing community and seeks to preserve and enhance its desired characteristics. Existing residential areas are identified and are to be maintained as stable neighbourhoods. Existing commercial uses are recognized and future village commercial opportunities are accommodated in a Mixed-use area along McLaughlin Road. The Mixed-use area serves to strengthen and enhance the role of the village core and McLaughlin Road as the focal point of the community.

7.3.6 The role of McLaughlin Road as the Village "Main Street" will be strengthened by a variety of measures. New residential development will generally be required to front onto the main street, and gateway features will be established in order to create a sense of arrival and strengthen village identity. Traffic calming measures and parking improvements in the core will be explored and implemented as appropriate.

7.3.7 Three New Residential Neighbourhoods are identified. Development within these areas will be predominantly residential, along with open space, and potential institutional uses. A mix of lot sizes and housing styles, which are compatible with the character of the existing community, will be implemented, and the density of new residential development is intended to be compatible with surrounding land uses and environmental features.

7.3.8 New neighbourhoods are to be connected with the existing community through a system of interconnected roads, sidewalks and trails.

7.3.9 The new residential neighbourhoods also contain open space areas, which are aligned with existing natural and cultural heritage features. These open space areas are vital components of the structural concept in that they protect the landscape character of the Village, and of the surrounding Niagara Escarpment and Credit River valleylands, and they provide opportunities to integrate cultural and natural heritage elements into the fabric of the new neighbourhoods and the Village as a whole. They also provide for significant trail opportunities, which are linked to the existing community and other adjacent private and public trail systems.

7.3.10 Significant environmental features and systems associated with the Niagara Escarpment and Credit River are protected through the Environmental Policy Area designation. Measures to enhance, restore and steward the natural environment will be identified and implemented as opportunities arise.

Community Design

7.3.11 Community Design Guidelines have been developed for Inglewood in order to complement the provisions of the Village Plan. These guidelines focus on providing design direction regarding the built form of the New Residential Neighbourhoods (streetscapes, housing styles, lot size mix and layout) and also provide direction on open space, trails and "main street" design. Development proponents will be required to demonstrate how they have addressed and incorporated the design guidelines into their proposals.

Residential Policies

7.3.12 The following residential policies provide direction with respect to both existing and new residential areas within Inglewood. The Residential and Special Residential Area designations recognize existing residential areas with a focus on protecting their existing character and preserving distinct and vital components of the community. The New Residential Neighbourhoods designation identifies undeveloped lands within the Inglewood Village boundary, which are to be developed for predominantly residential uses.

7.3.13 It provides direction for the orderly development of these lands. The Special Study Area designation applies to an undeveloped parcel of land within the Inglewood Village boundary that is subject to significant physical and environmental constraints. The policies pertaining to this area identify the process by which the potential to develop these lands for residential purposes will be determined.

General

7.3.14 The predominant use of land within areas designated Residential, Special Residential and New Residential Neighbourhood on Schedule N shall be residential.

7.3.15 Where communal water and wastewater services are available, residential intensification may be permitted in the historic Village core in accordance with section 5.24.13.

7.3.16 Notwithstanding Section 5.24.14, residential intensification will not be permitted in the New Residential Neighbourhoods and on lands where communal water and wastewater services are not available.

Special Residential Areas

7.3.17 The Special Residential Areas designated on Schedule N shall have an average lot size of 1.0 hectare.

7.3.18 Access to individual lots within a Special Residential Area shall be from internal roads only.

7.3.19 Through a future Policy review, the Town may request the Niagara Escarpment Commission to amend the Inglewood Minor Urban Centre boundary to include the McColl Drive subdivision, if determined to be appropriate.

New Residential Neighbourhoods

7.3.20 New residential development shall take place primarily within New Residential Neighbourhoods A, B and C as delineated on Schedule N. For New Residential Neighbourhood A, a minimum lot size and maximum number of residential lots have been established based on an historic planning approval on the property, and a review of community design, servicing and environmental considerations.

7.3.21 For New Residential Neighbourhoods B and C, densities, lot size mixes and land use designations have been established based on a consideration of relevant influences, including surrounding development and land uses; landscape and cultural heritage features; site visibility and views; and the relationship of each site to McLaughlin Road and the historic Village core.

General

a) Development shall be primarily by draft plan of subdivision, although specific development within the New Residential Areas may proceed by plan of condominium, site plan or part lot control, if considered appropriate by the Town of Caledon.

b) Gross density is based on the land area that is proposed to be developed for residential uses, inclusive of local Right-of-Ways, parks, school sites and Open Space Policy Areas, and exclusive of Environmental Policy Areas and road widening requirements along McLaughlin Road.

c) Alternative forms of housing may be considered within New Residential Neighbourhoods B and C subject to site-specific considerations such as compatibility with adjacent uses and maintenance of Village character.

New Residential Neighbourhood A

7.3.22 New Residential Neighbourhood A is a parcel of approximately 40 hectares located in the northwest section of the Inglewood Settlement Area. Abutting land uses are primarily agricultural and low-density estate residential. The eastern edge of the site fronts onto McLaughlin Road.

7.3.23 As shown on Map 4 to the Niagara Escarpment Plan, the lands to the west and north of the site are designated Escarpment Protection Area, to the east the lands are designated Escarpment Rural Area and to the south the lands are within the Inglewood Minor Urban Centre. The topography rises to the west as the site climbs the south slope of the Niagara Escarpment, and the site is crossed by a number of depressional landforms associated with drainage features arising off the south slope of the Niagara Escarpment.

a) The uses permitted in New Residential Neighbourhood A, as shown on Schedule N shall consist of single-detached residential dwellings and Open Space Policy Area

b) A maximum of 48 residential lots shall be permitted.

c) A mix of lot sizes shall be required, with a minimum lot size of 0.48 hectares.

d) Development within New Residential Neighbourhood A shall address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans and the Inglewood Village Environmental Management Plan, as applicable, to the satisfaction of the Town and other relevant agencies.

e) Notwithstanding any other provision of this Plan, development of 48 residential lots within New Residential Neighbourhood A may be serviced by individual septic systems, subject to appropriate environmental controls, to the satisfaction of the Town of Caledon.

f) 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 and shall generally address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans and the Inglewood Village Environmental Management Plan, as applicable.

g) Development proponents will be required to demonstrate how they have addressed and incorporated the Inglewood Village Community Design Guidelines into their proposals, to the satisfaction of the Town.

h) The internal road system within New Residential Neighbourhood A shall connect with adjacent developments and McLaughlin Road, as shown conceptually on Schedule N.

i) On lands designated Main Street Residential, new development shall provide the appearance of frontage onto McLaughlin Road, where feasible, through such measures as architectural design, site layout and landscaping.

j) The retention of the existing heritage farm house and structures, and hedgerows, and integration of these into the development of the area, is encouraged.

New Residential Neighbourhood B

7.3.24 New Residential Neighbourhood B is a parcel of approximately 11 hectares located in the northeast section of the Inglewood Settlement Area. The site is in close proximity to the historic Village core and, as a result, abutting land uses are primarily higher density residential development. The Inglewood Community Centre, library and municipal park abut the site's northern boundary. Low density estate residential abuts the site in two locations. The eastern boundary of the site is delineated by an active rail line and the western edge of the site fronts onto McLaughlin Road.

7.3.25 As shown on Map 4 to the Niagara Escarpment Plan, the lands to the north and east of the site are designated Escarpment Rural Area. To the west and south the lands are within the Inglewood Minor Urban Centre. The site is located low on the south slope of the Niagara Escarpment and the topography gradually drops away to the east towards the Credit River. The site is crossed by a number of depressional landforms associated with drainage features arising off the south slope of the Niagara Escarpment.

a) The uses permitted in New Residential Neighbourhood B, as shown on Schedule N shall consist of single-detached residential dwellings and Open Space designated areas (OS), Institutional and Mixed-use.

b) The gross density for New Residential Neighbourhood B shall not exceed an overall average density of 7.7 units per gross hectare.

c) A mix of lot sizes, generally ranging from 0.06 to 0.25 shall be required.

d) In the location identified as a Special Connection on Schedule N, a significant, publicly accessible open space and pedestrian linkage is to be established between McColl Drive and the internal road network of New Residential Neighbourhood B.

e) Lands designated Mixed-use shall be subject to the provisions of Section 7.3.29.

f) Development within New Residential Neighbourhood B shall address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans, the Inglewood Village Environmental Management Plan and the Inglewood Village Tributary Study, to the satisfaction of the Town and other relevant agencies.

g) 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 and shall generally address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans, the Inglewood Village Environmental Management Plan and the Inglewood Village Tributary Study.

h) Development proponents will be required to demonstrate how they have addressed and incorporated the Inglewood Village Community Design Guidelines into their proposals, to the satisfaction of the Town.

i) Individual phases of development within New Residential Neighbourhood B are not required to specifically meet the density permitted, however the overall permitted gross density in that Neighbourhood will not be exceeded.

j) The internal road system within the New Residential Neighbourhoods shall connect with adjacent developments and McLaughlin Road, as shown conceptually on Schedule N

k) If it is determined to the satisfaction of the Town that the lands designated Institutional are not needed for institutional uses, the lands may be developed for residential uses without further amendment to this Plan, provided all other policies of the Plan are adhered to. The lands designated institutional may be “dual” zoned in order to permit residential as well as institutional uses.

l) On lands designated Main Street Residential, new development shall provide direct frontage and driveway access onto McLaughlin Road, 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 and landscaping.

m) Structures, and hedgerows, and integration of these into the development of the area, is encouraged.

New Residential Neighbourhood C

7.3.26 New Residential Neighbourhood C is a parcel of approximately 2 hectares located in the south-central section of the Inglewood Settlement Area. The site is in close proximity to the historic Village core and, as a result, abutting land uses are primarily higher density residential development. Low density estate residential abuts the site in one location to the north. The Caledon Trailway abuts the site to the east and the southern boundary of the site is delineated by an Environmental Policy Area associated with a stream corridor.

7.3.27 As shown on Map 4 to the Niagara Escarpment Plan, the site is surrounded on all sides by lands that are within the Inglewood Minor Urban Centre. The site is located low on the south slope of the Niagara Escarpment and the topography gradually drops away to the south-east.

a) The uses permitted in New Residential Neighbourhood C, as shown on Schedule N shall consist of single-detached residential dwellings, and may also include Open Space Policy Area and Institutional.

b) The gross density for New Residential Neighbourhood C shall not exceed an overall average density of 7.7 units per gross hectare.

c) A mix of lot sizes, generally ranging from 0.06 to 0.25 hectares shall be required.

d) Prior to development being approved in this Neighbourhood, the proponent will be required to demonstrate that the proposal does not prejudice the potential development of the lands designated Special Study Area to the west of the site, as shown on Schedule N

e) Development within New Residential Neighbourhood C shall address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans, the Inglewood Village Environmental Management Plan and the Inglewood Village Tributary Study, to the satisfaction of the Town and other relevant agencies.

f) 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 and shall generally address the recommendations and strategies contained in the Inglewood Village Water and

Wastewater Servicing Plans, the Inglewood Village Environmental Management Plan and the Inglewood Village Tributary Study.

g) Development proponents will be required to demonstrate how they have addressed and incorporated the Inglewood Village Community Design Guidelines into their proposals, to the satisfaction of the Town.

h) The internal road system within New Residential Neighbourhood C shall connect with adjacent developments as shown conceptually on Schedule N.

Special Study Area

7.3.28 Due to site-specific physical and environmental constraints, the lands designated Special Study Area have not been allocated a development designation or density. Prior to any development being approved on these lands, the developer will be required to carry out all studies deemed necessary by the Town, the Niagara Escarpment Commission, the Region of Peel and the Conservation Authority, in order to determine what residential development potential, if any exists on the site. In general, the studies shall address planning considerations, environmental protection, water and wastewater servicing, stormwater management, engineering requirements and site access. The exact scope and content of these studies shall be determined through pre-consultation between the proponent and the agencies noted above. An Official Plan Amendment and Zoning By-law Amendment will be required prior to any development occurring in the Special Study Area. It is anticipated that the Special Study Area will not be developed until the latter part of the Plan period.

Mixed-use Policies

7.3.29 Uses permitted on lands designated Mixed-use on Schedule N shall be residential, in accordance with Section 7.3.14, and/or village commercial in accordance with the following:

a) 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, general and highway commercial uses. Such uses shall be subject to the general design policies in Section 4.3

b) 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:

- The established pattern of uses and setbacks on the street;
- The profile and the general massing of surrounding buildings;
- The general physical orientation of existing buildings; and,
- The heritage landscape qualities of the street.
- The proposed commercial uses are generally clustered with existing commercial uses to form a commercial core within the settlement;
- Mixed commercial/residential uses shall be permitted, on commercially designated/ zoned lands if permitted by the Zoning Bylaw; and,
- Limitations of the uses allowed on the site due to servicing constraints.

7.3.30 Automotive related uses will not be permitted on lands designated Mixed-use.

7.3.31 Where lands designated Mixed-use are not currently zoned for commercial uses, a rezoning will be required prior to the establishment of a new commercial use.

7.3.32 Development on lands designated Mixed-use shall address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans, the Inglewood Village Environmental Management Plan and the Inglewood Village Tributary Study, to the satisfaction of the Town and other relevant agencies.

7.3.33 Development proponents will be required to demonstrate how they have addressed and incorporated the Inglewood Village Community Design Guidelines into their proposals, to the satisfaction of the Town.

7.3.34 In addition to the general design criteria set out in Section 4.3 of this Plan, new commercial or mixed commercial/residential development shall address the following specific criteria.

a) Establishment of new mixed-uses shall generally occur through 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.

d) In general, parking shall be located to the side or rear of commercial buildings unless this is not practical due to site constraints.

e) Impacts on adjacent residential uses (e.g.: noise, light, fumes) shall be avoided or mitigated to the greatest extent feasible, to the satisfaction of the Town of Caledon, and certain restrictions/conditions may be imposed through the development approvals process in order to achieve this policy.

Ecosystem Planning and Management

7.3.35 All lands on Schedule N are subject to Section 4.9 and all lands designated Environmental Policy Area on Schedule N are subject to the provisions of section 5.13, and the following specific policies.

7.3.36 All new development and servicing shall address the environmental recommendations and strategies contained in the Inglewood Village Tributary Study and the Inglewood Village Environmental Management Plan to the satisfaction of the Town and other relevant agencies.

7.3.37 Stormwater, water and wastewater facilities and infrastructure will be permitted within lands designated Environmental Policy Area provided such facilities and infrastructure are built in accordance with the Inglewood Village Water and Wastewater Servicing Plans, the Inglewood Village Tributary Study and the Inglewood Village Environmental Management Plan.

7.3.38 The Town shall co-operate with Credit Valley Conservation to implement the guidelines and recommendations contained in the Inglewood Village Environmental Management Plan with regard to planning and policy; rehabilitation and retrofit; stewardship and education; and, monitoring and reporting.

7.3.39 Notwithstanding the provisions of Sections 5.13 and 7.3.35 related to permitted uses within the Environmental Protection Area, the lands described as West Half Lot 1, Concession 1 (former Township of Caledon) now Town of Caledon, known municipally as 104 Maple Avenue, Inglewood and shown on Schedule A to Official Plan Amendment No. 188, may be used for the purposes of an athletic club having an approximate gross floor area of 750 m^2.

Open Space and Recreation

7.3.40 Open space and recreation uses and development are subject to the Town-wide provisions of section 5.14, the Town of Caledon Parks and Recreation Master Plan, and the following specific policies.

7.3.41 Existing undeveloped parkland owned by the Town will be retained by the Town for future park development to serve the needs of existing and future Inglewood residents and the broader community.

7.3.42 The Lloyd Wilson Arena and adjacent Town-owned parkland are located within the floodplain of the Credit River and portions of the lands are located outside of the Minor Urban Centre Boundary as established by the Niagara Escarpment Plan. Future improvements to park facilities must satisfactorily address the policies and requirements of Credit Valley Conservation, and the provisions of the Niagara Escarpment Plan, as applicable.

7.3.43 Through a future policy review, the Town may request the Niagara Escarpment Commission to amend the Inglewood Minor Urban Centre boundary to include the undeveloped parkland adjacent to the Lloyd Wilson Arena, if determined to be appropriate.

7.3.44 The existing system of inter-regional and local trails within the vicinity of Inglewood will be enhanced by the establishment of a trail network within each New Residential Neighbourhood. New trails within the New Residential Neighbourhoods will be developed primarily on lands designated Open Space (OS), but may also be located along roads, and will be connected, as appropriate, to the external trail system.

7.3.45 The OS designation and trail system within the New Residential Neighbourhoods, as shown conceptually on Schedule N shall be refined and implemented as individual developments are approved.

7.3.46 Where the Trans Canada Trail Link along McLaughlin Road, as shown on Schedule N abuts New Residential Neighbourhoods A and B, the detailed design and construction standards for the trail shall be determined and implemented through the review and approval of the adjacent developments, to the satisfaction of the Town.

7.3.47 The design of the open space and trail system shall address the Inglewood Village Community Design Guidelines to the satisfaction of the Town.

7.3.48 Stormwater management facilities and infrastructure will be permitted within lands designated OS provided such facilities and infrastructure are built in accordance with the Inglewood Village Tributary Study and the Inglewood Village Environmental Management Plan.

7.3.49 In general, the Town shall seek to bring lands designated OS on Schedule N into public ownership through the planning approvals process, or other mechanisms as appropriate. However, OS lands within the New Residential Neighbourhoods may remain in some form of private ownership provided the landform features are preserved and acceptable provisions are made to establish the internal trail network and allow for appropriate public access.

Heritage Resources

7.3.50 Conservation of heritage resources shall be consistent with the provisions of the Official Plan and the Niagara Escarpment Plan. The planning area includes areas with moderate to high potential for undiscovered archaeological remains. Prior to final approval of draft plans of subdivision for new development, a detailed archaeological examination shall be conducted for those areas not previously investigated in accordance with the Archaeological Standards of the Town of Caledon and the Ministry of Tourism, Culture and Sport.

7.3.51 It is the intent if this Village Plan to encourage the retention and conservation of heritage resources of architectural and/or historical merit and promote integration of these resources into new development proposals. In this context, the retention of the existing heritage farm houses, structures and hedgerows within New Residential Neighbourhoods A and B is strongly encouraged and will be promoted through the review and approval of draft plans of subdivision for new development.

Transportation

7.3.52 The transportation system in Inglewood shall be subject to the policies of Section 4.5.11, and the following specific policies.

7.3.53 Interconnections between the internal road network of the existing community and the New Residential Neighbourhoods, as shown conceptually on Schedule N are to be established through the detailed design of each site.

7.3.54 Additional connections between the internal road networks of the New Residential Neighbourhoods and McLaughlin Road, as shown

conceptually on Schedule N, are to be encouraged, subject to engineering and safety considerations.

7.3.55 Notwithstanding Section 4.5.36, direct driveway access will be permitted onto McLaughlin Road from lands within the Inglewood Settlement Area, subject to engineering and safety considerations.

7.3.56 Future alterations to McLaughlin Road, including any reconstruction associated with new development or the installation of new stormwater or wastewater infrastructure, shall be guided by the Inglewood Village Community Design Guidelines.

7.3.57 The Town shall endeavour to improve on-street parking within the mixed-use area, and to provide additional on-street or communal parking areas as opportunities arise to serve both the Mixed-use area and the Caledon Trailway.

7.3.58 Notwithstanding Section 4.5.58 where existing site constraints limit the potential for on-site parking for new mixed-use developments, the Town may consider alternative mechanisms for providing parking for the development, such as cash-in-lieu contributions, subject to the provisions of this Plan and the Zoning By-law. Any reduction of existing on-street parking shall be strongly discouraged.

7.3.59 The Town shall explore opportunities to implement traffic calming measures along McLaughlin Road to enhance pedestrian and vehicular safety, where such measures will not unduly impede the efficient flow of traffic or adversely affect emergency access.

7.3.60 The Town shall explore opportunities to establish community “gateway” features at the north and south end of the Village, as shown conceptually on Schedule N in co-operation with developers, residents and local service groups;

7.3.61 The Town shall explore opportunities to improve pedestrian and streetscape connections along McLaughlin Road between the Village core and the Lloyd Wilson Arena;

7.3.62 The Town shall explore opportunities to provide alternate emergency vehicle access into Inglewood in case flooding blocks the existing road system into the community.

Servicing

7.3.63 Development within the New Residential Neighbourhoods identified on Schedule N shall be serviced by communal water and wastewater services in accordance with the Inglewood Village Water and Wastewater Servicing Plans, and by stormwater management facilities in accordance with the Inglewood Village Tributary Study.

7.3.64 No final approval will be given to developments within the New Residential Neighbourhoods until such time as the stormwater, water and wastewater services necessary to serve the proposed development are available.

7.3.65 All development proposals must be accompanied by a Servicing Report which provides for the detailed design and implementation of required stormwater, water and wastewater servicing to the satisfaction of the Town of Caledon, Credit Valley Conservation, the Region of Peel, and the Niagara Escarpment Commission, where applicable. This report shall address the recommendations and strategies contained in the Inglewood Village Water and Wastewater Servicing Plans; the Inglewood Village Tributary Study; the Inglewood Village Environmental Management Plan, and the provisions of Section 7.3.35.

7.3.66 The Town and the Region of Peel shall explore all reasonable mechanisms to facilitate the extension of communal wastewater servicing to the historic Village core in order to address identified and potential environmental impacts and health concerns.

7.3.67 The Town and Credit Valley Conservation shall explore all reasonable mechanisms to implement the recommendations of the Inglewood Village Tributary Study pertaining to addressing surface water quality within the historic Village core.

7.3.68 Water conservation measures shall be promoted and encouraged.

Cost-Sharing

7.3.69 Cost-sharing arrangements may be entered in to between the proponents of development in the New Residential Neighbourhoods, the Town of Caledon and the Region of Peel, as appropriate, with regard to implementing the stormwater management and water and wastewater servicing requirements of this plan and the related Inglewood Village Tributary Study and Inglewood Village Water and Wastewater Servicing Plan.

Phasing

7.3.70 The New Residential Neighbourhoods provide an adequate supply of land for development to satisfy planned growth in Inglewood to the year 2021. However, the Town shall encourage the appropriate phasing of development within the New Residential Neighbourhoods in order to reduce the impact of new development on the existing community. In New Residential Neighbourhoods A and B, development will proceed in a number of phases. Development phases will generally represent a logical extension of services and community form. Any phasing shall take place in accordance with the phasing policies of this Plan, specifically section 6.1.4. The Town shall monitor the rate of growth over the Plan Period and may implement such measures as are available to the municipality to modify the rate of growth if considered necessary in the context of Community Planning Objectives.

Implementation

7.3.71 The provisions of Section 6 of the Official Plan, shall apply to this Village Plan.

7.4 Caledon East Secondary Plan

Introduction

7.4.1 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.

7.4.2 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.

7.4.3 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.

7.4.4 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.

7.4.5 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.

7.4.6 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.

7.4.7 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.

Objectives

7.4.8 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 4.9 and 5.13 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,

n) To conform to the objectives and requirements of the ORMCP where applicable.

The Structural Concept

7.4.9 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.

7.4.10 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 land uses outside the settlement boundary, in accordance with the Prime Agricultural Area and Rural Lands policies of this Plan.

7.4.11 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.

7.4.12 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.

7.4.13 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.

7.4.14 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.

7.4.15 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 O 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.

7.4.16 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 2 attached as an appendix to this Secondary Plan.

Community Design

7.4.17 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:

a) Maintaining the historic character and desire for a traditional "main street" commercial area with appropriate (and preferably traditional) architectural style;
b) The preservation and enhancement of natural features;
c) The integration of common open space within the community;
d) Streetscapes that are greener, pedestrian friendly and safe;
e) Further development of the trailway system including improved and new connections to link all neighbourhoods, community facilities and services and open space;
f) Integration of housing types;
g) Good architectural design, particularly for medium density development, safety and crime prevention through design;
h) Gateway entrance features to the community.
i) Maintaining views of valued landscape features and the night sky.

Community Design Principles

7.4.18 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.

Residential Policies

General Policies

7.4.19 Low and Medium Density Residential and Special Residential designations apply within the Caledon East Settlement Area as shown on Schedule O. The predominant use of land within these designations shall be residential.

7.4.20 The policies of Section 5.4 Neighbourhoods 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.

7.4.21 Notwithstanding section 5.24.13, residential intensification in Caledon East will only be permitted in close proximity to the Commercial Core Area.

7.4.22 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.

7.4.23 Notwithstanding Section 7.4.22, 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.

7.4.24 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.

7.4.25 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.

7.4.26 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.

7.4.27 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.

Low Density Residential

7.4.28 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.

7.4.29 The maximum net density permitted in the Low Density Residential designation shall be 16.6 units per hectare.

7.4.30 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.

7.4.31 A mix of single residential lot sizes with frontages generally ranging from 15 metres (50 feet) to 23 metres (75 feet) shall be required.

7.4.32 There shall generally be no more than 4 units per freehold townhouse block.

7.4.33 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.

7.4.34 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.

7.4.35 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.

7.4.36 Notwithstanding SubSection 7.4.29 and 7.4.31 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.

7.4.37 Notwithstanding SubSection 7.4.31 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:

7.4.38 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

7.4.39 Notwithstanding subSections 7.4.29 and 7.4.31 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.

7.4.40 Notwithstanding Section 7.4.29 of the Plan, a maximum net density of 20.13 units per hectare shall be permitted on the lands municipally known as 4 Walker Road West, Caledon East.

Medium Density Residential

7.4.41 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 B1 shall be designated Medium Density Residential, Environmental Policy Area and Rural as shown on Schedule O and shall be subject to the policies of 7.4.19 except as modified below.

7.4.42 The permitted uses in Medium Density Residential area shall be single-detached dwelling with a net density to a maximum of 30 units/hectare.

7.4.43 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.

7.4.44 Where single-detached dwellings front onto a public road, the minimum lot frontage shall be 13.7 metres (45 feet).

7.4.45 There shall generally be no more than 6 units per townhouse block.

7.4.46 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*.

7.4.47 Multiple unit development sites are designated Medium Density on Schedule O.

7.4.48 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.

7.4.49 Senior citizen housing and other similar uses will be encouraged to locate in close proximity to the commercial core.

7.4.50 Notwithstanding subSection 7.4.41 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.

7.4.51 Notwithstanding subSection 7.4.43 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.

Special Residential Area

7.4.52 The Special Residential Area shall have a minimum lot size of 1.0 hectares.

7.4.53 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.

Residential Policy Area

7.4.54 Lands designated as Policy Area – Residential on Schedule O are reserved for future Low Density Residential development in accordance with the Phasing policies contained in Section 7.4.134 of this Secondary Plan.

General Commercial

7.4.55 In addition to the policies of Section 5.19.4 Rural Commercial, the following detailed policies apply to lands designated General Commercial in the Caledon East Rural Service Centre.

7.4.56 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 O and are designated General Commercial.

7.4.57 All Rural Commercial Uses as described in Section 5.19, with the exception of automotive related uses and drive-through service facilities shall be permitted in the Caledon East General Commercial designation.

7.4.58 In addition to the general policies of Section 5.19.4 and 7.4.17, the design policies contained in Section 5.19.4 c) shall apply to commercial development on lands designated General Commercial.

7.4.59 Within the Commercial Core Area, redevelopment of commercial sites will be encouraged.

7.4.60 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.

7.4.61 In addition to the general design criteria set out in Section 5.19.4 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.

7.4.62 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.

Special Use Areas

7.4.63 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.

7.4.64 Uses permitted within the Special Use Areas designation on Schedule O shall be a limited range of commercial uses and limited residential uses as 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.

Special Use Area A: Allison's Grove

7.4.65 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.

7.4.66 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.

7.4.67 Limited commercial, institutional and residential uses may be developed within the Special Use Area as follows:

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 medical 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 7.4.64 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 7.4.19 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 7.4 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.

7.4.68 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.

Special Use Area B: Airport Road

7.4.69 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.

Special Use Area C: Community Focus Area

7.4.70 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.

7.4.71 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 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.

7.4.72 The mixed-use building or buildings shall enclose a landscaped public open space area at least 0.1 hectares (0.25 acres) in size.

7.4.73 The streetscaping standards outlined in the Caledon East Streetscape Concept shall apply to the Old Church Road frontage of Special Use Area D.

Special Use Area D: Old Church Road

7.4.74 The permitted uses in Special Use Area D on the north side of Old Church Road as identified on Schedule O shall be residential uses, small scale office and personal service commercial uses and institutional uses. Retail commercial uses are not permitted.

7.4.75 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.

7.4.76 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.

7.4.77 Parking spaces required for commercial and institutional uses shall not be located in front of the building line.

7.4.78 Site development shall include provision for suitable landscaping and building siting to ensure compatibility with adjacent residential uses.

7.4.79 The streetscaping standards outlined in the Caledon East Streetscape Concept shall apply to the Old Church Road frontage of Special Use Area D.

Employment Lands

7.4.80 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.

Ecosystem Planning and Management

7.4.81 All lands on Schedule O are subject to the Ecosystem Planning and Management provisions of Section 4.9 and the following specific policies. All lands designated Environmental Policy Area on Schedule O are subject to the provisions of Section 5.13 and the ORMCPA where applicable.

7.4.82 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.

7.4.83 Areas which are identified as Supportive Natural Systems on Figure 1 attached to this Secondary Plan are subject to the Performance Measures contained in Section 4.9.17 of the Official Plan and any specific recommendations in the Environmental Impact Study and Management Plan for the Caledon East Secondary Plan Area.

7.4.84 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.

7.4.85 The Town shall promote the preservation of existing wooded areas and trees not designated Environmental Policy Area and their incorporation into the development pattern.

7.4.86 Where development is permitted in high recharge areas in conformity with section 4.9, 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:

a) Minimizing the application of fertilizers, pesticides and using alternatives to salt for road de-icing;
b) Restrictions on land uses that could potentially cause groundwater contamination or significant interference with groundwater flow;
c) Educational programs for businesses and homeowners;
d) Utilizing best management practices to maintain high quality stormwater and groundwater recharge.

7.4.87 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.

7.4.88 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.

7.4.89 Notwithstanding any other provisions of this Plan, within Oak Ridges Moraine Areas of High Aquifer Vulnerability, as identified on Schedule K, the following uses are restricted:

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.

7.4.90 Policy not in use

7.4.91 Development on lands within Oak Ridges Moraine Landform Conservation Areas 1 and 2, as identified on Schedule J, shall adopt planning, design and construction practices that will keep disturbance to landform character to a minimum.

Flood Potential Study Area

7.4.92 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 O. 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.

Open Space and Recreation

7.4.93 Open space and recreation uses and development are subject to the Town-wide provisions of section 5.14, the Town of Caledon Parks and Recreation Master Plan, the Trailway Master Plan or its successor and the following detailed policies:

7.4.94 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.

7.4.95 In addition to the following policies, development of park sites shall be in accordance with section 5.14 in the Official Plan.

7.4.96 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.

7.4.97 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 O. 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.

7.4.98 The location of parkettes is shown conceptually on Schedule O. Notwithstanding the size specified in the Parks and Recreation Master Plan, the parkettes indicated on Schedule O 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.

7.4.99 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 5.14.

7.4.100 The trail system is shown conceptually on Figure 2, Conceptual Trail System attached to this Secondary Plan, and shall be refined and implemented as individual developments are approved.

7.4.101 A pedestrian connection extending from the terminus of Oliver's Lane through the lands to the north is shown conceptually on Figure 2. 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.

7.4.102 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 OS and walkways shown on draft plans of subdivision, but may also be located along roads.

7.4.103 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.

7.4.104 In general, the Town shall seek to bring lands designated OS on Schedule O into public ownership through the planning approvals process or other mechanisms as appropriate. However, OS 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.

7.4.105 The trail system through the Environmental Policy Area shall be developed by the individual landowners and/or community groups in accordance with Section 5.14 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.

7.4.106 Open Space and Recreation Uses Caledon East shall conform to the applicable provisions of the ORMCPA where applicable.

Open Space/Institutional Policy Area

7.4.107 The uses permitted on lands designated Open Space/Institutional Policy Area on Schedule O shall be those uses permitted within the Open Space Policy Area designation, government buildings and the public uses permitted in Section 5.14:

a) *"Public Parks, playgrounds, playfields, public utilities and commissions and other public institutional or quasi-institutional uses, which provide services to the general community …"*

7.4.108 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.

7.4.109 Open space and recreation uses and development are subject to the Town-wide provisions of Section 5.14, the Town of Caledon Parks and Recreation Master Plan and the policies of the ORMCPA.

7.4.110 The development of park sites and government buildings shall be in accordance with relevant provisions in Chapter 4.

7.4.111 In addition to being subject to Sections 7.4.107 – 7.4.110, uses permitted on lands designated Open Space/Institutional Policy Area on Schedule O shall conform to the applicable provisions of the ORMCPA.

Heritage Resources

7.4.112 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.

7.4.113 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 farmhouses, 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.

Transportation

7.4.114 The transportation system in Caledon East shall be subject to the policies of Section 4.5.11 and the following specific policies.

7.4.115 Vehicular connections shown conceptually on Schedule O 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.

7.4.116 Interconnections between the existing road network and new residential areas will be established.

7.4.117 Alternate emergency routes around major intersections will be established as shown conceptually on Schedule O. Alternate emergency routes may be established on private lands, provided that easements for access are given to the Town.

7.4.118 Notwithstanding Section 4.5.55 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.

7.4.119 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.

7.4.120 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.

7.4.121 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 O, in co-operation with developers, residents and local service groups.

Servicing

7.4.122 All new development within the Caledon East Settlement Area as identified on Schedule O 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.

7.4.123 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 4.9.17 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.

7.4.124 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.

7.4.125 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.

7.4.126 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.

7.4.127 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.

7.4.128 Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.

7.4.129 All new development shall be encouraged to implement water conservation techniques.

7.4.130 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.

7.4.131 Within the ORMCPA, in addition to being subject to the provisions of Section 7.4.122 servicing and stormwater management in Caledon East shall conform to the Applicable provisions of the Oak Ridges Moraine Plan, and Sections 4.5 and 4.6 of this Plan.

7.4.132 In addition to meeting all other provisions of Section 7.4, within the ORMCPA, applicants for development shall address the stormwater management requirements of the Oak Ridges Moraine Plan and section 4.6 of this plan.

Cost-Sharing

7.4.133 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.

Phasing

7.4.134 The development of the Secondary Plan will take place in phases. Lands shown on Schedule O as Low Density Residential and Medium Density Residential may be developed prior to the year 2016.

7.4.135 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.

7.4.136 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 6.1.4.

7.4.137 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.

Implementation

7.4.138 The provisions of Section 6.0, Implementation, shall apply to this Secondary Plan.

7.4.139 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.

7.4.140 Site plan control provisions in accordance with Section 6.3.74 of the Official Plan shall apply.

Schools

7.4.141 In addition to the existing school sites, a 3 ha expansion area for St. Cornelius Separate Elementary School has been designated Institutional on Schedule O.

7.4.142 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.

7.5 Tullamore Industrial/Commercial Secondary Plan

Introduction

Purpose

7.5.1 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.

Location

7.5.2 The Tullamore Industrial/Commercial Secondary Plan covers approximately 118 ha (292 acres) located at the intersection of Airport and Mayfield Roads 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 P Land Use Plan.

Basis

7.5.3 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.

7.5.4 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.

7.5.5 In addition to the above, the Secondary Plan is based on the following principles and policies as established in the Official Plan:

7.5.6 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 7.5.6c). Tullamore will serve primarily as an industrial centre and to a lesser extent as a highway commercial centre in accordance with the following:

a) Highway Commercial applies to those commercial areas 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 4.3

b) Notwithstanding the uses outlined in Section 7.5.6 a), it is recognized that the Tullamore is transitioning toward a more urban development pattern. A wider range of retail and service uses shall be permitted in Tullamore in order to accommodate contemporary retail formats.

c) Tullamore will serve primarily as industrial centres and will also function, to a lesser extent, as highway commercial centres in accordance with the policies above. 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 P.

7.5.7 Joint access will be encouraged for lands within the centre to limit conflicts with arterial roads.

7.5.8 Land use compatibility with lands in the City of Brampton and adjacent residential uses is maximized.

7.5.9 Only prestige industrial and highway commercial development will be permitted along Mayfield Road.

7.5.10 Existing residential uses shall be permitted to continue, but new residential uses are discouraged in this centre.

7.5.11 The principal means of access will be from Airport and Mayfield Road as well as from the internal collector road system.

7.5.12 High quality industrial development can be achieved through the adoption of community design guidelines for land uses within the Secondary Plan.

7.5.13 New development shall proceed by way of full municipal services.

Goals

7.5.14 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.

7.5.15 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 Town[1]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 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.

Structural Concept

7.5.16 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.

7.5.17 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.

7.5.18 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.

7.5.19 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.

Community Design

7.5.20 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.

7.5.21 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.

7.5.22 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 5.19.4 and 4.3 and the Community Design Guidelines referenced in Section 7.5.21, 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.

7.5.23 The implementing Zoning By-law shall include specific provisions with respect to these design principles.

Industrial

7.5.24 Industrial development in the Tullamore Industrial/Commercial Secondary Plan Area shall be permitted in accordance with the policies of Section 5.12 as well as the following specific policies.

7.5.25 Development shall only be permitted on full municipal services including sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.

7.5.26 No outdoor storage will be permitted in the Industrial designations adjacent to Airport or Mayfield Roads.

7.5.27 Prestige industrial Uses

7.5.28 Development on lands designated Prestige industrial on Schedule P shall be permitted in accordance with Section 5.9.

7.5.29 Notwithstanding Section 7.5.28 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.

7.5.30 Commercial uses shall not be permitted in Prestige industrial designations.

7.5.31 Open storage shall not be permitted in Prestige industrial designations.

7.5.32 Notwithstanding any other provision of this Plan, Cold Storage uses and Trucking Terminals shall not be permitted in Prestige industrial designations.

7.5.33 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.

General Industrial Uses

7.5.34 Development on lands designated General Industrial on Schedule P shall be permitted in accordance with Section 5.10.

7.5.35 Notwithstanding Section 7.5.34 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.

7.5.36 Commercial uses shall not be permitted in General Industrial designations.

7.5.37 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.

7.5.38 General Industrial uses, including concrete batching plants, are encouraged to be contained within enclosed buildings, except for adequately screened open storage.

7.5.39 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.

7.5.40 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.

Highway commercial

7.5.41 Development on lands designated Highway commercial on Schedule P shall be permitted in accordance with Section 7.5.6.

7.5.42 Notwithstanding SubSection 7.5.41, 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 P. In accordance with the goals of Section 7.5.14, a market impact assessment must be submitted to demonstrate that the proposed development will not compete with retail uses planned for Caledon East.

Ecosystem Planning and Management

7.5.43 All lands on Schedule P are subject to the Ecosystem Planning and Management provisions of Section 4.9 of the Official Plan and all lands designated Environmental Policy Area on Schedule P are subject to the provisions of Section 5.13 of the Official Plan and to the following specific policies.

7.5.44 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.

7.5.45 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.

7.5.46 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.

Heritage Resources

7.5.47 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*.

7.5.48 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.

Transportation

7.5.49 The transportation system servicing the Secondary Plan Area, shown conceptually on Schedule P shall be developed in accordance with Section 4.5.11.

7.5.50 New development shall only be serviced by full municipal roads and temporary access will not be permitted.

7.5.51 An industrial collector road shall provide internal access and circulation on the lands east of Airport Road.

7.5.52 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.

7.5.53 Where roads are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional requirements and standards.

7.5.54 New direct access from individual properties to Airport and Mayfield Roads shall be limited to consolidated access points.

7.5.55 Minor adjustments to the location of the collector road system shown conceptually on Schedule P shall not require amendment to the Secondary Plan.

Servicing

7.5.56 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.

7.5.57 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers.

7.5.58 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.

Stormwater Management

7.5.59 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.

7.5.60 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.

7.5.61 All development proponents shall prepare detailed engineering studies indicating the location and size of stormwater management facilities prior to draft plan approval.

7.5.62 Final design details shall be determined prior to the registration for subdivision plans in accordance with a detailed drainage and engineering report.

7.5.63 The Town may require on-site treatment of stormwater prior to discharge into the municipal stormwater system.

Phasing

7.5.64 The development of this Secondary Plan may take place in phases generally in accordance with Schedule P, if deemed appropriate by the Town.

7.5.65 Any phasing shall take place in accordance with the policies set out in the Official Plan Section 6.1.4.

7.5.66 Notwithstanding policy 7.5.65, new development shall only be permitted when all required municipal services are in place.

Implementation

7.5.67 The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Plan.

7.5.68 The land use pattern shown on Schedule P 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.

7.5.69 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.

7.5.70 New lots shall normally only be created through plans of subdivision.

7.5.71 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.

7.5.72 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.

7.5.73 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.

7.6 Snell's Hollow Secondary Plan

Introduction

7.6.1 The following text and map identified as Schedule Q-1 Land Use Plan attached hereto constitute the Snell's Hollow Secondary Plan.

Goals

7.6.2 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.

7.6.3 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.

Structural Concept

7.6.4 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.

7.6.5 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.

7.6.6 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.

7.6.7 Impacts of development upon the Heart Lake Complex will be considered in planning for the Secondary Plan.

7.6.8 Development is to be provided on full municipal services.

7.6.9 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.

7.6.10 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 Q-1. The ultimate alignment of the new collector road will be determined through the plan of subdivision application process.

7.6.11 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.

Architectural Vision and Community Design

7.6.12 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.

7.6.13 As illustrated on Schedule Q-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 Q-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.

7.6.14 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.

7.6.15 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.

7.6.16 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.

7.6.17 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.

Land Uses

Low Density Residential

7.6.18 The predominant use of land in areas designated "Low Density Residential", as shown on Schedule Q-1, shall be for low density development.

7.6.19 Low density residential development includes single-detached, semi-detached and attached dwellings, and freehold townhouse units.

7.6.20 Low density development shall have a maximum density of up to 30 units per net hectare (12 units per net acre) consistent with policy 7.10.1.

7.6.21 The policies of Section 5.18 Rural Neighbourhoods shall apply. Where there is conflict between those policies and the policies of this Secondary Plan, the policies of the Secondary shall prevail.

7.6.22 Development shall be primarily by plan of subdivision.

7.6.23 Innovative subdivision design and site design will be required.

7.6.24 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.

7.6.25 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.

Environmental Policy Area

7.6.26 All lands designated Environmental Policy Area on Schedule Q-1 are subject to the provisions of section 5.13 and the Performance Measures contained in section 4.9.17.

7.6.27 An open space buffer, as illustrated on Schedule Q-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.

7.6.28 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.

7.6.29 A trail to run through the Environmental Policy Area north of Mayfield Road along the Etobicoke Creek is shown conceptually on Schedule Q-1. The trail shall be developed by community groups in accordance with Section 5.14 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.

Ecosystem Planning and Management

7.6.30 All lands on Schedule Q-1 are subject to the Ecosystem Planning and Management provisions of Section 4.9.

Park

7.6.31 A neighbourhood park will be required. Development of the park site shall be in accordance with Section 4.5, 4.7 and Subsection 6.5.9 Parkland Dedication and Cash-in-Lieu in the Official Plan.

Cultural Heritage Resources

7.6.32 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.

7.6.33 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.

7.6.34 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.

7.6.35 Consideration shall be given to perpetuating the names of the former 19th and 20th century landowners (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.

Noise and Light

7.6.36 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.

7.6.37 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.

7.6.38 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.

7.6.39 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.

7.6.40 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.

Transportation

7.6.41 The transportation system servicing the Secondary Plan area shown conceptually on Schedule Q-1 shall be developed in accordance with Section 4.5.11 of the Official Plan. New development shall be serviced by municipal roads and temporary access will not be permitted.

7.6.42 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.

7.6.43 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.

7.6.44 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 Q-1.

7.6.45 The collector road system shown conceptually on Schedule Q-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.

7.6.46 Consistent with the objectives of Section 4.5.11 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 7.6.42 of the Secondary Plan.

7.6.47 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.

7.6.48 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.

Staging and Servicing

7.6.49 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.

7.6.50 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.

7.6.51 Stormwater Management Plans and reports shall comply with the most recent Ministry of the Environment and Climate Change Stormwater Management Planning and Design Manual.

7.6.52 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.

7.6.53 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.

7.6.54 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.

7.6.55 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.

7.6.56 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.

7.6.57 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.

7.6.58 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.

7.6.59 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.

7.6.60 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.

7.6.61 Developments will be phased to ensure the most efficient and economical use of existing and proposed servicing infrastructure.

7.6.62 Any phasing shall take place in accordance with the policies set out in the Official Plan section 6.1.4.

Cost-Sharing

7.6.63 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.

Implementation

7.6.64 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.

7.6.65 The lands comprising Residential Policy Area A as shown on Schedule Q of the Official Plan will be dealt with through an amendment to this Secondary Plan for Snell's Hollow.

a) Schedule Q of the Town of Caledon Official Plan is hereby amended in accordance with Schedule Q attached hereto.
b) Schedule Q-1 is hereby added to the Town of Caledon Official Plan.
c) Schedule G4 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.

7.7 Mayfield West Secondary Plan

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.

Location

7.7.1 The area of this Official Plan Amendment consists of approximately 444 hectares (1,100 acres) of land ("Plan Area") generally bounded to the west by Highway 10 and he 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. The Plan Area is shown in Appendix 1 to this Secondary Plan.

Objectives

7.7.2 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.

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.

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; and,

b) Provide for the establishment of an academic/research campus to accommodate a post-secondary institution such as a university or community college and research and product development uses.

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.

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.

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.

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.

Environment

a) Adhere to the Ecosystem Planning and Management Objectives contained in Section 4.9 and 5.13 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.

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.

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.

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 Q 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 Parks and Recreation Master Plan.

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.

The Structural Concept

7.7.3 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.

Village Centre

7.7.4 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.

Public Realm

7.7.5 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.

7.7.6 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.

Greenway Corridors

7.7.7 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.

Residential Neighbourhoods

7.7.8 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.

Employment Lands

7.7.9 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, and Academic/Research Campus uses.

7.7.10 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.

Implementation and Supplementary Studies

7.7.11 The following studies provide additional direction and guidance with regard to implementing the policies of the Secondary Plan:

Mayfield West Master Environmental and Servicing Plan

7.7.12 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.

7.7.13 If, in the course of finalizing the MESP, changes are required to this Secondary Plan, they will be addressed in accordance with section 6.10.11 of the Town's Official Plan.

Cultural Heritage Survey

7.7.14 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.

7.7.15 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 7.7.148).

Mayfield West Community Design Plan

7.7.16 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.

7.7.17 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.

7.7.18 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.

7.7.19 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.

7.7.20 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.

7.7.21 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:

- A heritage building strategy for heritage buildings identified through the Cultural Heritage Survey;
- The built form component of the interface between residential and non-residential land uses;

- The arrangement of buildings on lots, setbacks to the street and the placement and design of parking and garages;
- Building height and massing;
- Alternative to reverse frontage situations and the location, treatment and integration of noise attenuation features adjacent to Highway 10 and collector roads;
- The design and integration of commercial and residential development located within the Village Centre;
- The design and integration of medium density residential development within the Residential Neighbourhoods;
- Intended character and general standards for design quality for all commercial and employment land development; and,
- 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:

- The street hierarchy, including the identification of the Primary and Secondary Street system, and the functional and aesthetic requirements for each street type;
- The provision of a continuous pedestrian and bicycle route network;
- The streetscape component of the interface between residential and non-residential land uses;
- The functional and aesthetic requirements for traffic calming measures, where proposed;
- Requirements for the mobility impaired, such as standards for the placement of street furniture; and sidewalk maintenance and design;
- Specific treatment for buildings surrounding parks and open space, heritage buildings, the Village Centre and other community facilities;

- Guidelines for the relationship of buildings to streets, setbacks to the street and the placement of parking including on-street and structured parking;
- Approaches to the provision of on-street parking; and,
- 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.

- Provide details with respect to the size, location and configuration of parks, Greenway Corridors, stormwater management facilities and community facilities in the community;
- Confirm the extent of continuous and unobstructed road frontage adjacent to parks, Greenway Corridors, stormwater management facilities and community facilities within the Plan Area;
- 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;
- Establish a design vision for the parks, Greenway Corridors, stormwater management facilities and community facilities;
- Provide recommendations regarding the design of the open space component of the interface between residential and non-residential uses; and,
- Incorporate, as applicable, non-intensive recreational uses within EPA as permitted in accordance with Section 7.7.126.

Mayfield West Traffic Management Plan

7.7.22 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 Q, 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.

7.7.23 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.

Development Phasing Plans

7.7.24 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.

7.7.25 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.

7.7.26 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.

7.7.27 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:

- The construction of Kennedy Road from Mayfield Road to the Highway 410 extension;
- The construction of Kennedy Road from Highway 410 extension to the north limit of the Secondary Plan;
- The construction of Heart Lake Road from Mayfield Road to the north limit of the Secondary Plan;
- 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;
- The discontinuation of the existing Kennedy Road from south of the Village Centre to the north limit of the Secondary Plan;

- The construction of the new east-west collector from Highway 10 easterly to form a new "Main Street" through the community;
- The construction of the new east-west collector from Kennedy Road to Heart Lake Road; and,
- 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.

7.7.28 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.

7.7.29 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.

Land Use Policies

7.7.30 The pattern of land use and the general transportation network for the Plan Area are identified on Schedule Q to this Secondary Plan. Minor alterations to Schedule Q 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 section 6.10.11 and provided the general intent of this Secondary Plan is maintained, to the satisfaction of the Town.

7.7.31 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.

7.7.32 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 Q:

a) Residential Area;
b) General Commercial;
c) Prestige Industrial;
d) General Industrial;
e) Environmental Policy Area; and,
f) Open Space Policy Area.

7.7.33 In addition, three new land use designations are applied within the Plan Area, as shown on Schedule Q:

a) Mixed High/Medium Density Residential; and,
b) Academic/Research Campus.

7.7.34 In addition to the land use designations, specific land uses are identified symbolically on Schedule Q including:

a) Elementary Schools;
b) Gateway Features; and,
c) Greenway Corridors.

7.7.35 The location of park sites, Greenway Corridors, and the sites of other community facilities shown on Schedule Q 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.

7.7.36 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.

7.7.37 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.

7.7.38 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").

7.7.39 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.

7.7.40 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.

Residential Policies

General Policies

7.7.41 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 5.3 and 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.

7.7.42 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.

7.7.43 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.

7.7.44 The total number of dwelling units within the Village Centre Area, as identified on Schedule Q, 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%

7.7.45 The total number of dwelling units within the Residential Area, as shown on Schedule Q, 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%

7.7.46 Minor adjustments to the number of housing units described by Sections 7.7.44 and 7.7.45, such as rounding to achieve whole units, will be permitted without an amendment to this Secondary Plan.

7.7.47 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.

7.7.48 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.

7.7.49 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.

7.7.50 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 7.7.208, 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.

7.7.51 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.

7.7.52 Residential development shall proceed in accordance with the supplementary studies and reports referenced in Section 7.7.11 and provisions contained in the implementing Zoning By-law.

7.7.53 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.

7.7.54 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.

7.7.55 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.

7.7.56 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.

Residential Areas

7.7.57 Lands designated as Residential Area, as shown on Schedule Q, shall be subject to the following policies.

7.7.58 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.

7.7.59 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 7.7.38.

7.7.60 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.

7.7.61 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 7.7.38.

7.7.62 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.

7.7.63 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.

Schools

7.7.64 Elementary schools are a permitted use within the Residential Area designation. Two elementary school sites, one for each School Board, are identified on Schedule Q.

7.7.65 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.

7.7.66 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.

7.7.67 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 7.7.65 and 7.7.66.

7.7.68 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.

7.7.69 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.

Village Centre Area

General Policies

7.7.70 The boundaries of the Village Centre Area, and the land use designations for that Area, are shown on Schedule Q. The Village Centre Area, shown on Schedule Q 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.

7.7.71 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.

7.7.72 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.

7.7.73 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 7.7.11, and the provisions of implementing Zoning By-laws.

7.7.74 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.

7.7.75 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*.

7.7.76 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.

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.

General Commercial

7.7.77 Lands designated as General Commercial, as shown on Schedule Q, shall be subject to the following specific policies. Where there is a conflict between the policies of Section 5.19 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.7.78 The use of lands designated General Commercial in the Village Centre Area shall consist of commercial and commercial/residential mixed-use development.

7.7.79 General Commercial generally to 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 4.3

a) All General Commercial uses, as described in Section 7.7.79 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.

7.7.80 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.

7.7.81 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.

7.7.82 Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape.

7.7.83 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.

7.7.84 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.

7.7.85 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.

7.7.86 Residential and commercial/residential mixed-use development shall be identified separately in the implementing Zoning By-law.

Mixed High/Medium Density Residential

7.7.87 The use of lands designated Mixed High/Medium Density Residential in the Village Centre Area, as shown on Schedule Q, 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.

7.7.88 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 7.7.37.

7.7.89 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.

7.7.90 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.

7.7.91 Low density housing forms, such as detached, semi-detached and triplex housing forms may, in accordance with Sections 7.7.41 and 7.7.59, 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.

Recreation Centre

7.7.92 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 4.7 of the Town's Official Plan and the Community Design Plan.

Social Housing

7.7.93 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.

7.7.94 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.

7.7.95 The location of the social housing projects referenced in Section 7.7.93 will be to the satisfaction of the Peel Living, Habitat for Humanity or other such social housing organizations, as applicable.

7.7.96 The annual residential phasing, established in Section 7.7.97 shall not restrict the development of social housing projects referenced in Section 7.7.93, and the dwelling units associated with these housing projects shall be excluded from the calculation of total units, density and population.

Residential Phasing

7.7.97 Consistent with Section 6.14 of the Town's Official Plan, and in accordance with the Financial Goals of 1.7 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 7.7.93.

7.7.98 Additional registrations beyond those described in Section 7.7.97 may occur if they occur in conjunction with the application of Holding Zones such that the limits on residential growth described by Section 7.7.97 are not exceeded.

Industrial

General Policies

7.7.99 Industrial development in the Plan Area shall be permitted in accordance with the policies of Section 5.9 and 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 5.9, 5.10 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.7.100 Commercial uses will be permitted in the industrial designations, 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.

7.7.101 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 Q Mayfield West Land Use Plan:

a) Prestige Industrial;
b) General Industrial; and,
c) Academic/Research Campus.

7.7.102 As shown on Schedule Q, 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 and academic/research campus designations. Interior lands within the industrial area boundaries are planned for general industrial uses with provisions for accessory outdoor storage.

7.7.103 The collector road configuration through the industrial lands, as shown on Schedule Q, 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.

7.7.104 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 5.19.4 and 4.3, 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.

7.7.105 The implementing Zoning By-law and the Community Design Plan shall include specific provisions which will implement these design principles.

7.7.106 Joint access will be encouraged for industrial development in the Plan Area to limit conflicts with arterial and collector roads.

7.7.107 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.

7.7.108 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.

7.7.109 Development will have regard for land use compatibility with adjacent uses both in the Town and within the City of Brampton to the south.

7.7.110 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.

7.7.111 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*.

Prestige Industrial

7.7.112 Development on lands designated Prestige Industrial on Schedule Q shall be permitted in accordance with Section 5.9 of the Town's Official Plan as well as 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.

7.7.113 Open space and recreation facilities shall not be permitted on any lands designated Prestige Industrial on Schedule Q.

General Industrial

7.7.114 Development on lands designated General Industrial on Schedule Q shall be permitted in accordance with 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.

7.7.115 The following uses shall not be permitted on any lands designated General Industrial on Schedule Q:

a) Open space and recreation facilities;
b) Concrete batching plants; and,
c) Adult videotape stores.

7.7.116 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.

Academic/Research Campus

7.7.117 Lands designated Academic/Research Campus, as shown on Schedule Q are to accommodate a post-secondary education institution such as a community college or university. Providing sufficient lands are still available to accommodate a post-secondary education institution, the following additional uses are permitted to locate in the Academic/Research Campus designation:

a) Research and development facilities;
b) Laboratories; and,
c) Corporate offices, accessory to a research and development facility.

7.7.118 Section 7.7.117 shall be reviewed at intervals corresponding with subsequent five (5) year reviews to allow a post-secondary education institution to begin to locate in the academic/research campus designation. At such time, if the Town concludes that there is no prospect of a post-secondary education institution locating in the academic/research campus designation, the policies pertaining to this designation will be reconsidered and appropriate changes made. In addition, if prior to a five (5) year review, a need and feasibility study demonstrates to Council's satisfaction that there is little prospect of a post-secondary education institution locating in the academic/research campus designation, then the lands in this designation may be developed in accordance with the Prestige Industrial designation without amendment to this Plan.

Ecosystem Planning and Management

7.7.119 All lands on Schedule Q are subject to the Ecosystem Planning and Management provisions of Section 4.9 of the Town's Official Plan, and all lands designated EPA on Schedule Q are subject to the provisions of Section 4.9 and the Performance Measures contained in Section 4.9.17 of the Town's Official Plan and to the following specific policies.

7.7.120 An Environmental Management Plan and Long-Term Monitoring Plan shall be prepared and implemented in accordance with the approved MESP.

7.7.121 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.

7.7.122 Lands designated EPA on Schedule Q 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.

7.7.123 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.

7.7.124 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 4.9.160. 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.

7.7.125 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.

7.7.126 Compatible non-intensive recreational uses may be considered within EPA subject to Section 5.14 and all other applicable policies of this Plan, and the applicable policies of other relevant agencies.

Tableland Forest

7.7.127 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 Q.

7.7.128 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.

7.7.129 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.

7.7.130 Minor refinements to the limits of EPA as shown on Schedule Q may be considered in the context of a development application in accordance with Section 5.13 subject to the completion of a site-specific Environmental Impact Study and Management Plan prepared in accordance with Section 4.9.160.

Open Space and Recreation

General Policies

7.7.131 Open space and development of recreation uses are subject to Section 5.14 of the Town's Official Plan, the Town's Parks and Recreation Master Plan, the policies of Section 7.7.119, and the following specific policies. Where there is a conflict between the policies of Sections 5.14 and 7.7.119, and Town's Parks and Recreation Master Plan, and the following specific policies, the policies of this Secondary Master Plan shall prevail.

7.7.132 Lands designated Open Space ("OS") are subject to the policies of Section 5.14 of the Town's Official Plan.

7.7.133 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 7.7.126.

7.7.134 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.

7.7.135 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.

7.7.136 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.

7.7.137 In general, the Town shall seek to bring lands designated OSPA on Schedule Q 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.

Parkland

7.7.138 Development of park sites shall be in accordance with Section 5.14 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Sections 5.14 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.7.139 Public parkland shall be provided in accordance with the provisions of the *Planning Act*, section 6.5.9 of the Town's Official Plan, the Town's Recreation and Parks Mater Plan, and the Community Design Plan.

7.7.140 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.

7.7.141 Three categories of parks, namely Community Park, Neighbourhood Park and Special Purpose Park are shown, as OSPA, conceptually on Schedule Q. 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.

7.7.142 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.

7.7.143 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.

7.7.144 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.

Greenway Corridors

7.7.145 Greenway Corridors are identified on Schedule Q. 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.

7.7.146 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.

7.7.147 The location of the Greenway Corridors shall generally conform with Schedule Q. 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.

Cultural Heritage Resources

7.7.148 Conservation of cultural heritage resources shall be consistent with the provisions of Section 4.4 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Section 4.4 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.7.149 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.

7.7.150 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 4.4 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.

a) Nineteenth century stone farmhouse located at 12701 Hurontario Street (west half Lot 21, Concession 1 EHS, former Chinguacousy Township);

b) Nineteenth century stone farmhouse located at 12304 Heart Lake Road (east half Lot 19, Concession 2 EHS, former Chinguacousy Township);

c) 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);

d) Nineteenth century stone farmhouse with brick veneer located at 12551 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township);

e) Nineteenth century residence located at 12409 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township); and,

f) Early 20th century concrete block farmhouse located at 12434 Dixie Road (East half Lot 20, Concession 3 EHS, former Chinguacousy Township).

7.7.151 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.

7.7.152 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.

7.7.153 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.

7.7.154 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.

7.7.155 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.

Transportation

General Policies

7.7.156 The transportation system servicing the Plan Area, as shown conceptually on Schedule Q, shall be developed in accordance with Section 4.5.11 and the following specific policies. Where there is a conflict between the policies of Section 4.5.11 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.7.157 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.

7.7.158 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.

7.7.159 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.

7.7.160 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.

7.7.161 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.

Site-specific Traffic Impact Studies

7.7.162 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.

7.7.163 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.

Kennedy Road Realignment

7.7.164 This Secondary Plan has proposed a realignment of Kennedy Road to the east of its existing alignment. The realignment shown on Schedule Q 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.

7.7.165 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).

7.7.166 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.

7.7.167 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.

7.7.168 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.

7.7.169 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.

7.7.170 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.

Collector Roads

7.7.171 The alignment and location of the collector road system is shown conceptually on Schedule Q. 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.

b) 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.

c) 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.

d) 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.

7.7.172 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.

7.7.173 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 7.7.172, 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.

Local Roads

7.7.174 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.

7.7.175 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.

Highway 410 and Kennedy Road Partial Interchange

7.7.176 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.

Pedestrian and Cycling Linkages

7.7.177 Consistent with the objectives of Section 4.5.66 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.

7.7.178 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.

Gateway Features

7.7.179 The Town shall require developers to provide gateway features at locations with high visibility and profile, as conceptually shown on Schedule Q. 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.

7.7.180 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.

Transit

7.7.181 Potential future transit routes within the Plan Area will be identified in the Traffic Management Plan and reflected in the Community Design Plan.

7.7.182 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.

Municipal Services

General Policies

7.7.183 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 7.7.24). 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.

7.7.184 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.

7.7.185 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.

7.7.186 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.

7.7.187 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 6.14 of the Town's Official Plan and the Development Phasing Plan referred to in Section 7.7.24.

7.7.188 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.

7.7.189 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.

7.7.190 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.

Stormwater Management Facilities

7.7.191 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.

7.7.192 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 4.9.156 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.

7.7.193 The policies of Section 7.7.192, 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.

7.7.194 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.

7.7.195 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.

7.7.196 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.

Utilities and Telecommunications

7.7.197 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.

7.7.198 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 4.9.156 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.

7.7.199 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.

7.7.200 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.

Private Well Monitoring

7.7.201 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.

7.7.202 A phased well monitoring and well protection/mitigation strategies shall be established under a joint Developer Group Agreement as required by Section 7.7.213 or in an alternative arrangement satisfactory to the Region of Peel.

7.7.203 The phased monitoring shall occur over broader areas than individual plans of subdivision consistent with development phases referred to in Section 7.7.24, as appropriate. The monitoring and mitigation strategies shall address cumulative impacts of development on private well users.

7.7.204 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.

7.7.205 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.

Energy Conservation

7.7.206 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.

7.7.207 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.

Noise and Light Impacts

7.7.208 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.

7.7.209 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.

7.7.210 Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.

7.7.211 In accordance with Section 7.7.51, 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.

Financial Agreements

7.7.212 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.

Developer Group Agreement(s)

7.7.213 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.

7.7.214 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.*

7.7.215 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.

Land Dedication and Acquisition

7.7.216 The policies of the Town's Official Plan and this Secondary Plan shall apply.

7.7.217 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.

7.7.218 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.

Implementation

7.7.219 The provisions of the Town's Official Plan regarding implementation shall apply with regard to this Secondary Plan.

7.7.220 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.

7.7.221 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.

7.8 Mayfield West Phase 2 Secondary Plan

Introduction

7.8.1 The Mayfield West Phase 2 Secondary Plan (MW2) governs the development and redevelopment of land in the MW2 Secondary Plan as shown on Schedule Q-2 Mayfield West Phase 2, Stage 1 and Stage 2, Secondary Plan Land Use Plan.

7.8.2 The Secondary Plan 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.

7.8.3 The Secondary Plan 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.

Location

7.8.4 The Mayfield West Phase 2 Secondary Plan, includes both Stage 1 and Stage 2 lands and comprises and area of approximately 357 hectares. Of this total, approximately 45 hectares are comprised of existing and introduced natural heritage features and an existing railway corridor. The result is a net developable area of approximately 313 hectares.

7.8.5 The Mayfield West Phase 2 Secondary Plan is north of Mayfield Road, east of Chinguacousy Road, south of the Etobicoke Creek, and west of Hurontario Street, and is legally described as Parts Lots 18 to 20, Concessions 1 and 2 WHS (Chinguacousy, Town of Caledon, Regional Municipality of Peel.

Goals and Objectives

7.8.6 The Secondary Plan is also to achieve the goals and objectives of the Town of Caledon Official Plan.

Goal

7.8.7 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.

Objectives

7.8.8 In support of the Goal for MW2, as described in Section 7.8.7, growth and development in the Secondary Plan 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.

Growth Management Strategy

General Policies

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

7.8.10 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 7.1 and 7.2. Development in the Secondary Plan shall occur in a manner consistent with the population and employment targets shown in Table 7.1 and 7.2.

TABLE 7.1 Mayfield West Phase 2 Secondary Plan Population and Employment Targets – Stage 1 Lands

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 7.8.170 and the Orangeville-Brampton Railway corridor.

TABLE 7.2 Mayfield West Phase 2 Secondary Plan Population and Employment Targets – Stage 2 Lands

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 7.8.170.

7.8.11 The total number of residential homes permitted in the Secondary Plan shall achieve the planned population of 10,348 residents in the Stage 1 Lands and 7,602 in the Stage 2 Lands.

7.8.12 The Town will ensure compliance with the population and employment targets identified in Section 7.8.10 and 7.8.11 through the approval of the community-wide Development Staging and Sequencing Plan, as described in Section 7.8.12, and site specific Development Staging and Sequencing Plans, as described in Section 7.8.28.

7.8.13 Unless otherwise provided for in Section 7.8, 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

7.8.14 Prior to registration of the first plan of subdivision, draft plan of condominium, or approval of the first site plan application in the Secondary Plan, the Community Design Plan and the Transportation Study referred to in Section 7.8.13, and the community-wide Development Staging and Sequencing Plan referred to in Section 7.8.12 shall be approved by the Town.

7.8.15 Development in the Secondary Plan shall be consistent, to the extent feasible, with the recommendations for mitigation measures contained in the Agricultural Impact Assessment.

Finance and Agreements

7.8.16 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan 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**.**

7.8.17 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 in an orderly, timely, and cost effective manner.

Community-Wide Development Staging and Sequencing Plan

7.8.18 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 as described in the plans/studies identified in Section 7.8.13.

7.8.19 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 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 the Time 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 addresses Section 7.8.158 b);
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.

7.8.20 The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule Q-2 of this Plan, are required for the development of the entire Secondary Plan:

a) Time Manley Avenue from Hurontario Street / Highway 410 west to Chinguacousy Road;

b) McLaughlin Road from Mayfield Road north to the south limit of the Plan Area associated with the Etobicoke Creek; and

c) Chinguacousy Road from Mayfield Road north to the northerly extent of the Stage 2 Lands.

7.8.21 The community-wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the three arterial roads, as specified in Section 7.8.20, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the Environmental Assessment Act,

7.8.22 The community-wide DSSP shall provide the anticipated Schedule of the residential and non-residential development in the Secondary Plan relative to the provision of (a) through (g) in Section 7.8.19.

7.8.23 The community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.8.50), and the associated population yield for each of the residential designations in the Secondary Plan described in Section 7.8.32.

7.8.24 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.

7.8.25 The community-wide DSSP with respect to the water and wastewater services infrastructure, described in Section 7.8.19 a), shall be developed in consultation with the Region of Peel.

7.8.26 The Town and the Orangeville Railway and Development Corporation (ORDC) shall jointly monitor future traffic volumes along that portion of Old School Road located between McLaughlin Road and Highway 10 for the purpose of assessing whether there are warrants for installing additional crossing controls at the existing at-grade railway crossing of the road. This monitoring shall include traffic counts undertaken by a qualified third party consultant retained by the Town at least every three years. In the event that upgrades are warranted, the implementation of the required upgrades shall be determined jointly by the Town and ORDC, and the Town shall be responsible for the cost of installing and maintaining the required upgrades.

7.8.27 Development within the Secondary Plan 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.

Site-specific Development Staging and Sequencing Plan

7.8.28 At the sole discretion of the Town, site-specific DSSP shall be prepared by individual landowners in the Secondary Plan and submitted in support of individual site-specific development applications.

7.8.29 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 7.8.18.

7.8.30 The site-specific DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.8.50), 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.

7.8.31 Prior to registration of a draft plan of subdivision or a draft plan of condominium or approval of a site plan application, and 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 must be approved by the Town.

Community-wide Functional Servicing Report

7.8.32 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall submit to the Town a community-wide Functional Servicing Report (FSR).

7.8.33 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.

7.8.34 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 and lands external to the Secondary Plan 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.

7.8.35 The community-wide FSR shall be prepared in consultation with the Region of Peel and Conservation Authorities and approved by the Town.

7.8.36 The ORDC shall be circulated with and permitted to comment on the community-wide FSR to ensure that drainage resulting from development occurring within the Secondary Plan is directed away from the Orangeville Brampton Railway (OBRY) corridor and that pre-development flow paths will remain. The ORDC shall also be circulated with and permitted to comment on any functional servicing and/or stormwater management report that accompanies an application for draft plan of subdivision, draft plan of condominium, consent to sever and/or site plan approval that proposes to direct any stormwater

drainage to the Etobicoke Creek watershed, to ensure that individual developments are appropriately implementing the community-wide FSR.

7.8.37 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, Conservation Authorities and ORDC.

Community-wide Environmental Implementation Report

7.8.38 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).

7.8.39 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.

7.8.40 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.

7.8.41 The community-wide EIR shall be prepared in consultation with the Town, the Region of Peel and Conservation Authorities, and approved by the Town.

Site-specific Environmental Implementation Reports

7.8.42 In support of individual site-specific development applications, site-specific EIRs will be required as necessary.

7.8.43 The site-specific EIR shall address site specific issues in detail that were not addressed in the community-wide EIR.

Secondary Plan Landowners' Cost Sharing Group Agreement(s)

7.8.44 A Secondary Plan landowners' Cost Sharing Group shall be established to ensure orderly and timely development in the Secondary Plan, and the costs associated with such development are fairly and equitably distributed among all landowners in the Secondary Plan.

7.8.45 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.

7.8.46 The Secondary Plan landowners are required to enter into a cost sharing agreement or agreements among themselves.

7.8.47 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 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 landowners' Cost Sharing Group.

Residential

General Policies

7.8.48 This section establishes specific policies with respect to residential development in the Secondary Plan. The following five (5) residential designations are shown on Schedule Q-2 to this Plan:

a) Low Density Residential;
b) Medium Density Residential;
c) Live / Work Residential; and
d) High Density Residential.
e) Mixed-Use Residential

7.8.49 Residential development in the Secondary Plan shall be undertaken in accordance with Section 5.4 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.4 and Section 7.8.48, the policies in Section 7.8.48 and policies to be developed under Section 7.8.21 shall prevail.

7.8.50 With respect to residential development in the Secondary Plan, 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.

7.8.51 Direct vehicular access from residential homes onto arterial and collector roads shall be minimized in the Secondary Plan 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.

7.8.52 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.

Low Density Residential

7.8.53 Lands designated Low Density Residential in the Secondary Plan 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.

7.8.54 Townhouses in the Low Density designation shall be a maximum height of three storeys.

Medium Density Residential

7.8.55 Lands designated Medium Density Residential in the Secondary Plan shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses.

7.8.56 Townhouses in the Medium Density designation shall be a maximum height of four storeys.

7.8.57 Where back-to-back townhouses are proposed in the Secondary Plan, 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.

7.8.58 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 designated as architectural landmarks and complement and integrate with the surrounding land uses.

7.8.59 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.

Live / Work Residential

7.8.60 Lands designated Live / Work Residential in the Secondary Plan shall be developed for live / work townhouses.

7.8.61 Townhouses in the Live / Work designation shall be a maximum height of four storeys.

High Density Residential

7.8.62 Lands designated High Density Residential in the Secondary Plan shall be developed for mid-rise apartment buildings.

7.8.63 Mid-rise apartment buildings in the High Density Residential designation shall be 6 to 8 storeys.

7.8.64 Development of the lands designated High Density Residential at the north east corner of McLaughlin Road and the future Time 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.

7.8.65 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.

Mixed Use Residential

7.8.66 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.

7.8.67 Mixed-use or mid-rise apartment buildings in the Mixed Use Residential designation shall be a maximum of 8 storeys.

7.8.68 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.

7.8.69 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.

Transit Hub and Region of Peel Lands

General Policies

7.8.70 A Transit Hub shall be developed adjacent to the regional scale commercial centre located adjacent to and west of Hurontario Street.

7.8.71 A Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Secondary Plan and implement Section 5.9.5 of the Region of Peel Official Plan to extend rapid transit service into Caledon.

7.8.72 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.

7.8.73 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 the Time Manley Avenue (including any associated land requirements for the intersection of the Time 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

as General Commercial for the Institutional lands presently owned by an adjacent Secondary Plan landowner.

7.8.74 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).

Noise and Vibration

General Policies

7.8.75 New development in the Secondary Plan 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, and the Orangeville Railway Development Corporation (ORDC) respectively.

7.8.76 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.

7.8.77 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.

7.8.78 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.

7.8.79 The applicant will implement all of the measures that are recommended in the approved environmental noise and vibration impact assessments.

7.8.80 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.

7.8.81 Notwithstanding Section 7.8.79, 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. 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.

7.8.82 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.

7.8.83 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads or the OBRY provided that such fences are designed to be integrated with the surrounding residential development.

Rail Noise Policies

7.8.84 This section establishes specific policies with respect to the Orangeville-Brampton Railway Corridor (OBRY) in the Secondary Plan.

7.8.85 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of the OBRY right-of-way 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 shall be required for any application for draft plan of subdivision within the noise and vibration sensitive areas, as well as for any development within this area with any required peer reviews to be undertaken in accordance with Section 6.6.16.

7.8.86 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 the OBRY in the Secondary Plan shall be sent to the Orangeville Railway and Development Corporation (ORDC) as part of the agency circulation of applications.

7.8.87 Development adjacent to the OBRY will adhere to appropriate safety measures such as setbacks, berms, and security fencing in consultation with the ORDC. Where applicable, the Town will ensure that sightline requirements of Transport Canada and the ORDC are addressed.

7.8.88 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 appropriate planning and legal mechanisms, to the satisfaction of the Town in consultation with the ORDC. The required mitigation measures shall not be located on lands owned by the ORDC unless the ORDC consents.

7.8.89 A single road crossing of the OBRY, including any sidewalks, trails, bicycle crossings, or services associated therewith, as conceptually illustrated on Schedule Q-2, may be permitted subject to the following:

a) Any person, corporation, government or utility that is proposing the crossing of the OBRY ("the Proponent") shall make an application to the ORDC and shall pay to ORDC the application fee fixed by ORDC in connection therewith;

b) In the event the application is granted either by the ORDC or by any authority having jurisdiction over the proposed crossing (such as the Canadian Transportation Agency), the Proponent shall be responsible for all costs associated with the design and construction of the crossing, including all reasonable legal, engineering, supervisory and inspection costs of the ORDC associated with the crossing;

c) The costs associated with the maintenance of the crossing shall be the responsibility of the owner of the crossing;

d) Any of the foregoing may be secured as appropriate through conditions of approval imposed under the *Planning Act;* and,

e) The crossing shall not be used as a railway crossing until a signal system is installed and functioning. The costs for regulatory signal inspections shall be borne by the owner of the crossing until such time as the road is dedicated to the Town as the road authority.

7.8.90 Section 7.8.89 applies, with necessary modifications, to any request by a Proponent to allow service crossings of the OBRY throughout the Plan, including but not limited to watermains, stormwater and sanitary sewers, hydro gas and telecommunication lines.

Road Noise Policies

7.8.91 Development applications in the Secondary Plan, 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 7.8.75.

Aircraft Noise Policies

7.8.92 Residential development located in the Noise Exposure Forecast 25 contour line from the Brampton Flying Club Airport, identified on Figure 4, will be required to include provision for adding air conditioning and noise warning clauses in the Purchase and Sale Agreements.

Stationary Noise Policies

7.8.93 From a noise perspective, the employment area and commercial areas in the Secondary Plan 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.

7.8.94 To the greatest extent practical, the design of the employment area and commercial areas in the Secondary Plan 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.

7.8.95 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 shall be undertaken in accordance with Section 5.24.26 of this Plan.

Schools

7.8.96 The following new school sites are identified on Schedule Q-2 to this Plan for the Stage 1 Lands:

a) One (1) Public Elementary School;
b) One (1) Public Secondary School; and
c) One (1) Separate Elementary School.

7.8.97 The following new school sites are identified on Schedule Q-2 to this Plan for the Stage 2 Lands:

a) One (1) Existing Private School (Brampton Christian School); and

b) One (1) Proposed Public Elementary School.

7.8.98 The location of the new school sites in the Secondary Plan have been selected to reflect the role of school sites in supporting and complementing the goal of the Secondary Plan, as described in Section 7.8.6, 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, as described in Section 7.8.6, is maintained; and

b) The opportunity to explore joint use initiatives with adjacent land uses is maintained.

7.8.99 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.

7.8.100 The new school sites in the Secondary Plan should have frontage on to a road with a minimum 22 metre right-of-way or a minimum 10 metre paved roadway.

7.8.101 New school sites in the Secondary Plan shall be provided in accordance with the approved community-wide DSSP described in Section 7.8.18.

7.8.102 New school sites in the Secondary Plan 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.

7.8.103 New school sites in the Secondary Plan 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.

7.8.104 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 7.8.48, provided that such residential development has demonstrated compliance with the approved

community-wide DSSP described in Section 7.8.18 and the general policies in Section 7.8.9.

Municipal Parks

7.8.105 The Open Space Policy Area designation in the Secondary Plan as shown on Schedule Q-2 is comprised of municipal parks organized into the following three (3) categories:

a) Community Parks;
b) Neighbourhood Parks; and
c) Urban Village Squares.

7.8.106 Development of municipal park sites in the Secondary Plan shall be in accordance with Section 4.7 of this Plan and the following specific policies. Where there is a conflict between the policies of Section 4.7 and Section 7.8.105, the policies in Section 7.8.105 shall prevail.

7.8.107 The location of the community parks in the Secondary Plan reflect the role of community parks in supporting and complementing the Goal of the Secondary Plan, as described in Section 7.8.6, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).

7.8.108 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 the Time 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.

7.8.109 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 and configuration of the municipal park sites shall be permitted without requiring an amendment to this Plan, provided:

a) The Goal of the Secondary Plan, as described in Section 7.8.6, 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 Secondary Plan and does not reduce the

amount of parkland to an amount less than what was agreed to in existing financial agreements with the Town.

7.8.110 Municipal park sites in the Secondary Plan will be designed to connect to and enhance the Natural Heritage System in the Secondary Plan as a compatible adjacent land use.

7.8.111 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.

7.8.112 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.

Recreation Facility

7.8.113 The lands designated Open Space Policy Area at the south east corner of McLaughlin Road and the Time Manley Avenue are approximately 5.30 hectares in size and are planned for a Town of Caledon recreation facility.

7.8.114 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.

7.8.115 The Town of Caledon recreation facility in the Secondary Plan 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 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.

Affordable Housing

7.8.116 Landowners in the Secondary Plan shall provide land for affordable housing in the Secondary Plan as follows:

a) Approximately 1.5 hectares of land in the Stage 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.

7.8.117 The location, configuration, and frontage onto adjacent roads of these lands shall be decided through the community-wide DSSP as described in Section 7.8.18 and that appropriate conditions of draft plan approval be applied.

7.8.118 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.

Cultural Heritage Conservation

General Policies

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

a) Archaeology;

b) Built heritage resources; and

c) Cultural heritage landscapes.

7.8.120 Conservation of cultural heritage resources in the Secondary Plan shall be undertaken in accordance with Section 4.4 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 4.4 and Section 7.8.119, the policies in Section 7.8.119 shall prevail.

Archaeology

7.8.121 The MW2 Archaeological Assessment has determined that all lands in the Secondary Plan exhibit potential for archaeological resources. Further archaeological assessment is required for all lands proposed for development in the Secondary Plan prior to any site works to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport.

Built Heritage Resources and Cultural Heritage Landscapes

7.8.122 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 4.4.40 of this Plan.

7.8.123 Preservation of the significant heritage tree row at 12324 McLaughlin Road shall be considered in accordance with Section 4.4.27 of this Plan.

Integration of Cultural Heritage Resources

7.8.124 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 4.4.46 of this Plan.

7.8.125 The Town may also take additional steps to recognize the cultural heritage of the Secondary Plan 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.

Hurontario Employment Area

7.8.126 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 5.9 and the applicable design guidelines as described in Section 4.3 to accommodate the Employment Area jobs shown in Table 7.1 in Section 7.8.10. Where there is a conflict between the policies of Section 7.8.126 and applicable policies under Section 5.12, the policies of Section 7.8.126 shall prevail.

7.8.127 The Hurontario Employment Area shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan. 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.

7.8.128 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.

7.8.129 The urban design plan described in Section 7.8.128 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 7.8.13.

7.8.130 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.

7.8.131 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.

7.8.132 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.

Commercial

7.8.133 The amount of commercial development proposed in the Secondary Plan shall be consistent with the population-related jobs shown in Table 7.1 in Section 7.8.10.

7.8.134 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 the Time Manley Avenue and at the north east corner of McLaughlin Road and Mayfield Road.

7.8.135 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.

7.8.136 Development on lands designated General Commercial in the Secondary Plan shall be in accordance with Section 7.10.2 to 7.10.24 of this Plan, the Town's Industrial/Commercial Design Guidelines, and the following specific policies. Where there is a conflict between the policies of 7.10.2 to 7.10.24 the Industrial/Commercial Design Guidelines, and Section 7.8.133, the policies in Section 7.8.133 shall prevail.

7.8.137 All General Commercial uses, as described in Section 7.10.22 and subject to Section 7.8.133 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 the Time Manley Avenue – and at the north east corner of McLaughlin Road and Mayfield Road.

7.8.138 Automotive commercial uses shall not be permitted within the commercial nodes referred to in Section 7.8.137 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 7.10.24 which do not conflict with this policy.

7.8.139 The commercial sites shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Secondary Plan. 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.

7.8.140 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.

7.8.141 The urban design plan described in Section 7.8.140 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 7.8.13.

7.8.142 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.

7.8.143 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.

7.8.144 For the purpose of Section 7.8.143, major roads include Hurontario Street, Highway 410, Mayfield Road, McLaughlin Road and any new collector, as applicable.

Transportation

General Policies

7.8.145 Transportation infrastructure in the Secondary Plan 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.

Roads

7.8.146 Roads in the Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.5.11 of this Plan. Where there is a conflict between the guidelines and classifications outlined under Section 4.5.11 and the policies of Section 7.8.145, the policies of Section 7.8.145 shall prevail.

7.8.147 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Secondary Plan, the following road improvements and new road construction shall be completed by the Secondary Plan landowners:

a) Widening of McLaughlin Road from Mayfield Road northerly to the north limit of the Secondary Plan; and

b) Construction of the new Time Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as suggested in Schedule Q-2.

7.8.148 The portion of McLaughlin Road from Mayfield Road northerly to the north limit of the Secondary Plan, as described in Section 7.8.147 a) 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*.

7.8.149 The new Time Manley Avenue, from McLaughlin Road easterly to the north collector road east of the railway line as described in 7.8.147 b), 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.*

7.8.150 Other implementation and design details with respect to the conceptual road network in the Secondary Plan, 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.

7.8.151 Minor adjustment to the location of the conceptual road network, as suggested in Schedule Q-2, shall be permitted without requiring an amendment to this Plan provided that the Goal of the Secondary Plan, as described in Section 7.8.6, is maintained.

7.8.152 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.

7.8.153 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.

7.8.154 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.

7.8.155 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.

Road Rights-of-Way

7.8.156 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.

7.8.157 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.

Public Transit

7.8.158 In order for public transit to be adopted as a reasonable and desirable travel option in the Secondary Plan, it is vital that transit service be available to as many of the residents in the Secondary Plan 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.

7.8.159 Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.

7.8.160 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.

Transportation Demand Management

7.8.161 Businesses and organizations in the Secondary Plan are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Brampton Caledon.

7.8.162 As an incentive to encourage TDM in the Secondary Plan, 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.

7.8.163 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.

Pedestrian and Cycling Network

7.8.164 The intent of the pedestrian and cycling network in the Secondary Plan is to provide a safe, attractive, and convenient alternative for short trips in the Secondary Plan that would otherwise be made using a car.

7.8.165 Key objectives of the pedestrian and cycling network in the Secondary Plan 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 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.

Recreational Trail Network

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

7.8.167 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.

7.8.168 Recreational trail network shall be designed and constructed, to the extent possible, in accordance with Town of Caledon and provincial accessibility standards.

Sidewalks

7.8.169 Generally, the provision of sidewalks in the Secondary Plan 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.

Parking

7.8.170 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.

7.8.171 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.

Natural Heritage System

General Policies

7.8.172 This section establishes specific policies with respect to the Natural Heritage System in the Secondary Plan. The Natural Heritage System is comprised of the following two (2) components:

a) Environmental Policy Area (EPA); and
b) Greenway Corridors.

7.8.173 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 reflecting the design principle of achieving net ecological gain.

7.8.174 The Natural Heritage System components in the Secondary Plan 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.

7.8.175 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 and supporting community-wide EIR as described in Section 7.8.38, and site-specific EIR as described in Section 7.8.42.

7.8.176 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.

7.8.177 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.

7.8.178 The pedestrian and cyclist linkages shall be identified in the community-wide EIR as described in Section 7.8.38 and site-specific EIR as described in Section 7.8.42.

7.8.179 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.

Environmental Policy Area and Greenway Corridors

7.8.180 The EPA in the Secondary Plan, as shown on Schedule Q-2 to this Plan, is comprised of woodlands, wetlands, watercourse corridors, and associated environmental buffers.

7.8.181 The Greenway Corridors in the Secondary Plan, as shown on Schedule Q-2 to this Plan, connect key natural heritage features and areas in and adjacent to the Secondary Plan. 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.

7.8.182 Minor adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan 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 7.8.38 and site-specific EIR as described in Section 7.8.42. Adjustments to the location and configuration of the Natural Heritage System in the Secondary Plan shall be permitted without requiring an amendment to this Plan provided that:

a) The Goal of the Secondary Plan, as described in Section 7.8.6, is maintained;
b) The intent of the overall Natural Heritage System strategy for the Secondary Plan, 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.

7.8.183 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 shall be 6.32 hectares (15.68 acres).

7.8.184 The Greenway Corridors shall not form part of the parkland dedication to the Secondary Plan.

Municipal Services, Public Utilities & Telecommunications

General Policies

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

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

Municipal Water and Wastewater Services

7.8.186 All new development in the Secondary Plan 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.

7.8.187 The detailed design and installation of water and/or wastewater infrastructure in the Secondary Plan shall be undertaken in an ecologically responsible manner.

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

Stormwater Management Facilities

7.8.189 Stormwater management facilities in the Secondary Plan shall be developed in accordance with the MW2 EIS & MP and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.

7.8.190 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule Q-2 to this Plan may be assessed through the preparation of the community-wide FSR – see Section 7.8.32. 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, as described in Section 7.8.6, is maintained; and

b) The intent of the overall stormwater management strategy for the Secondary Plan as outlined in the MW2 EIS & MP is maintained.

7.8.191 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.

7.8.192 Stormwater management facilities proposed to be located in the Provincial Plan Area shall be designed and constructed in accordance with Greenbelt Plan policies.

7.8.193 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 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, 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.

7.8.194 To maintain the ecological integrity of the Natural Heritage System, particularly the pre-development water-cycle, water balance and base flow required by the MW2 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, where feasible.

7.8.195 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, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide.

7.8.196 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.

7.8.197 Policies in Section 7.8.185 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 to the satisfaction of the respective Conservation Authority.

Public Utilities and Telecommunications

7.8.198 Public utilities, such as hydro and gas, and telecommunications infrastructure are permitted in any land use designation in the Secondary Plan provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

7.8.199 Public utility and telecommunications infrastructure that are proposed in the EPA designation are subject to Section 4.6 and 4.9 of this Plan.

7.8.200 Where new public utility and telecommunications infrastructure is being introduced in the Secondary Plan, it shall be located underground and shall be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

7.8.201 Prior to registration of a plan of subdivision or approval of a site plan application in the Secondary Plan, 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.

Intelligent Community

7.8.202 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.

7.8.203 When developing their lands, developers in the Secondary Plan 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 to access high-speed internet services.

Conservation of Water and Energy

Sustainable Residential Home Strategy

7.8.204 All residential homes in the Secondary Plan 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*,

7.8.205 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall submit to the Town for approval a Sustainable Residential Home Strategy within each landowner's lands identifying 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.

7.8.206 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:

- The landowner shall rectify or implement additional green energy features and systems to exceed the energy efficiency standards;
- The Town shall withhold an occupancy permit for the said building(s) until the energy efficiency standards have been exceeded and re-verified; and
- 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.

7.8.207 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.

GTA West Transportation Corridor Planning and Environmental Assessment

7.8.208 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. These lands are identified on Figure 3 in this Plan.

7.8.209 The following policies apply to all development applications and approvals in the Secondary Plan where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the 'Identified Area'.

7.8.210 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.

Provincial Minimum Distance Separation

7.8.211 Prior to registration of a plan of subdivision or plan of condominium, within 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.

7.8.212 The following policies apply to all development applications and approvals in the Secondary Plan where they are located in the Setback Area.

7.8.213 Lands in the Setback Area will be considered a Type A Land Use for the purpose of applying the Provincial MDS II Formula.

Region of Peel Health Assessment

7.8.214 All development applications in the Secondary Plan 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.

7.8.215 The Town shall conduct *Health Assessments* on municipally developed, owned and operated public buildings, public squares, and open space projects in the Secondary Plan.

Land Acquisition and Dedication

7.8.216 The Town or the Region of Peel may acquire and hold any lands required to implement any feature in the Secondary Plan. This may include, but is not limited to, the expropriation of lands required to implement the stormwater management ponds and infrastructure, road network and the municipal park program 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.

7.8.217 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.

7.8.218 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.

Implementation

7.8.219 The provisions of this Plan regarding implementation shall apply with regard to the Mayfield West Phase 2 Secondary Plan.

7.8.220 The land use pattern shown on Schedule Q-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.

7.8.221 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.

7.8.222 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.

7.9 Sandhill and Victoria Policies

7.9.1 Commercial development of a small scale will be encouraged in the Industrial/Commercial Centres of Sandhill and Victoria and will be primarily focused on providing commercial services to the travelling public and local residents. Industrial/Commercial Centres

Introduction

7.9.2 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.

General Policies

7.9.3 The boundaries of Sandhill and Victoria are shown on Schedules R and S.

7.9.4 Victoria will serve primarily as an industrial centre and will also function, to a lesser extent, as highway commercial centres in accordance with the policies and related uses in 5.12 and additional policies in this section. 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 "P", Tullamore Land Use Area Plan.

7.9.5 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 4.3.

7.9.6 Commercial development of a small scale will also be encouraged in the Industrial/Commercial Centres of Sandhill and Victoria, and will be primarily focused on providing commercial services to the travelling public and local residents.

7.9.7 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 5.21 and 4.3.

7.9.8 Existing residential uses shall continue to be permitted within Victoria.

7.9.9 New residential uses are discouraged within Sandhill, and Victoria due to the focus on industrial and commercial uses.

7.9.10 Industrial and commercial development of lands adjacent to any residential uses in Sandhill, 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 5.19.4 and 4.3.

7.9.11 Joint access will be encouraged for lands within Sandhill, and Victoria in order to limit conflicts with the planned function of arterial roads.

Policy Areas - Industrial/Commercial Centres

Victoria

7.9.12 This policy area shall require the detailed studies as provided for in Subsection 6.3.10, prior to release of lands for development.

7.9.13 Noise and vibration studies will be required prior to the development of land designated Dry Industrial on Schedule B16 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.

Sandhill

7.9.14 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.

7.9.15 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.

Introduction

7.9.16 Sandhill will serve primarily as a small scale highway commercial centre with limited dry industrial development.

General Policies

7.9.17 Existing residential uses shall continue to be permitted within Sandhill.

7.9.18 New residential uses are discouraged within Sandhill due to the focus on dry industrial and highway commercial uses.

7.9.19 All dry industrial and highway commercial development in Sandhill shall be subject to site plan control, in accordance with Section 6.3.74, to ensure a high standard of site planning and servicing and to encourage a more attractive form of development.

7.9.20 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.

7.9.21 Notwithstanding any other policy in this Official Plan, section 7.9.20 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 S, Sandhill Land Use Plan.

7.9.22 Notwithstanding any other policy in this Official Plan, sections 7.9.23 to 7.9.26, 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 S.

7.9.23 All dry industrial and highway commercial development in Sandhill shall complete a traffic impact study in support of a site plan application.

7.9.24 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 S.

7.9.25 Access to Airport Road and King Street shall be provided by joint access, where possible.

7.9.26 New direct access to Airport Road and King Street from individual properties shall be provided by joint access, where possible.

Dry Industrial Uses

7.9.27 Development of lands designated Dry Industrial on Schedule S shall be permitted in accordance with Section 5.21 and Section 4.3.

7.9.28 Notwithstanding Section 5.21, Dry Industrial uses permitted in Sandhill will be limited to those uses contained in the implementing zoning by-law.

7.9.29 Commercial uses shall not be permitted within the Dry Industrial designation shown on Schedule S.

7.9.30 All uses that are permitted within the Dry Industrial designation shown on Schedule S are subject to the approval of the Region of Peel and the Ministry of the Environment.

7.9.31 Uses with high water demands that cannot be handled by private systems shall not be permitted within the Dry Industrial designation shown on Schedule S. In addition to conforming to the restrictions on operations that use large amounts of water contained in Section 5.21 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.

Highway Commercial Uses

7.9.32 Development of lands designated Highway Commercial on Schedule S shall be permitted in accordance with Section 7.9.5 and 7.10.24.

7.9.33 Notwithstanding Section 7.9.5 and 7.10.24, Highway Commercial uses permitted in Sandhill will be limited to those uses contained in the implementing zoning by-law.

7.9.34 Highway commercial development in Sandhill will be primarily focused on providing commercial services to the travelling public and local residents.

Community Design

7.9.35 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.

7.9.36 To achieve a high standard of building design, landscape and streetscape, the provisions in Section 4.3 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.

7.9.37 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 Section 4.3 be guided by the following general site design principles:

a) Sensitive residential land uses must be buffered from the loading, service and parking areas associated with the Dry Industrial and Highway Commercial uses;

b) 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;

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 height of buildings;

d) Signage shall be coordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;

e) Larger minimum lot sizes and wider frontages shall be required.

7.9.38 The implementing Zoning By-law shall include specific provisions with respect to these design principles.

Transportation

7.9.39 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.

7.9.40 Notwithstanding any other policy in this Official Plan, Section 7.9.39 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 S, Sandhill Land Use Plan.

7.10 Additional Policies

The following policies are applicable as referenced in specific Secondary Plans contained within Volume 2.

7.10.1 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 Multiple
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.

General Commercial

General Policies

7.10.2 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.

7.10.3 Commercial growth will not be permitted outside of designated settlements.

7.10.4 Additional commercial lands may be designated or zoned in the remaining settlement areas subject to: 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.

7.10.5 Within any areas designated as Commercial, public uses shall be permitted subject to policies in Section 4.5 and 4.7, except that open storage ancillary to such uses may be restricted or prohibited in the implementing Zoning By-law.

7.10.6 In areas designated commercial, mixed residential/commercial uses shall not be permitted.

7.10.7 In areas designated as Commercial, ancillary residential uses and parking lots may be permitted in the implementing Zoning By-law.

7.10.8 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 4.4 of this Plan.

Holding Zone Commercial

7.10.9 Lands designated commercial may be zoned Holding Zone - Commercial in the implementing Zoning By-law in accordance with the provisions of Section 6.3.25 to 6.3.28. 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.

Commercial Impact Study

7.10.10 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.

7.10.11 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.

7.10.12 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:

- 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;
- 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,
- 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.

7.10.13 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.

7.10.14 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.

Drive-through Service Facilities

7.10.15 Notwithstanding any other provision of this Plan, drive-through service facilities shall only be permitted on certain lands within Mayfield West in accordance with the applicable commercial policies specific to these areas.

7.10.16 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.

7.10.17 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.

7.10.18 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.

7.10.19 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.

7.10.20 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.

7.10.21 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.

General Commercial

7.10.22 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 4.3.

7.10.23 General Commercial uses shall be permitted on lands designated General Commercial on Schedule Q-2, subject to the commercial provisions of the Plan.

General Design Policies

7.10.24 All Commercial development 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.