FUTURE CALEDON OFFICIAL PLAN

August 2023 Draft



TOWN OF CALEDON

Notes

August 30, 2023

- The Town's existing Official Plan, which dates back to 1976, is being replaced in phases through the ongoing Official Plan Review project. The scope of this first phase of the Future Caledon Official Plan is explained in Part A, section 1.2.

- The draft Future Caledon Official Plan was prepared to conform with the 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe, as amended. On April 6, 2023, the Province announced its intention to replace those documents with a consolidated Ontario-wide land use planning policy document. The Province's comment period on that proposal closed August 4, 2023.

- The draft Future Caledon Official Plan was also prepared to conform with the 2022 Region of Peel Official Plan, which expands the urban area in south Caledon and provides updated direction on various land use matters. On May 18, 2023, the Province announced its intention to dissolve the Region of Peel. The Town of Caledon and Cities of Brampton and Mississauga are to become independent single-tier municipalities on January 1, 2025. At that time, the Region of Peel Official Plan, as it applies to Caledon, will become the Town's responsibility to implement. Town Council may integrate relevant policies into the Future Caledon Official Plan.

- Public consultation will continue throughout September 2023. Further updates will be based on comments received, ongoing analysis and any Provincial policy changes. The goal is to have a final draft Future Caledon Official Plan recommended for Council adoption in December 2023.

More Changes to Come

Territorial Acknowledgement

Indigenous Peoples have unique and enduring relationships with the land.

Indigenous Peoples have lived on and cared for this land throughout the ages. We acknowledge this and we recognize the significance of the land on which we gather and call home.

We acknowledge the traditional Territory of the Huron-Wendat and Haudenosaunee peoples, and the Anishnabek of the Williams Treaties.

This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation.

We honour and respect Indigenous heritage and the long-lasting history of the land and strive to protect the land, water, plants and animals that have inhabited this land for the generations yet to come.

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Foreword

It is important to understand the place we know as Caledon.

With a land area of 688 square kilometres, and the planned dissolution of the Region of Peel, Caledon will soon be one of the largest single-tier municipalities in the Greater Golden Horseshoe. While the Town is predominantly rural, with many distinctive communities, about 4,000 hectares along its southern border are to be urbanized in the next 30 years. Southern Caledon is transitioning to a more connected urban system.

The Town's efforts to plan for growth while protecting natural and rural areas and enhancing a well-established quality of life remain central to this Plan.

The Land

Caledon's geography is characterized by distinctive features. The Niagara Escarpment, Oak Ridges Moraine and Humber and Credit rivers systems have shaped its human history and continue to influence its development. It is because of these features that 85% of the Town is the subject of Provincial Plans that are generally intended to protect these areas from incompatible development.

Cutting diagonally across the Town, the Niagara Escarpment is Caledon's most prominent natural feature. The Escarpment, one of Ontario's most outstanding landforms, has been designated a World Biosphere Reserve by the United Nations.

The Oak Ridges Moraine covers most of the northeast portion of Caledon. Its rolling landscapes form a natural catchment area for precipitation and play a vital role in the groundwater recharge function for much of the Greater Toronto and Hamilton Area.

To the south, the highly fertile lands of the Peel Plain extend across the Town.

Originating in the Oak Ridges Moraine, the broad watershed of the Humber River dominates the eastern half of Caledon. Over time, the Credit River, from its source in the northwest corner of the Town, has cut its way through the limestone bedrock of the Niagara Escarpment, creating a deep river valley that runs south across the Peel Plain.

The People

Indigenous Peoples have inhabited the area now known as Caledon for thousands of years, and the Town acknowledges their unique and enduring relationships with the land. Caledon is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and is within the traditional Territory of the Huron-Wendat and Haudenosaunee peoples and the Anishinaabeg of the Williams Treaties. In striving to protect the land and its natural resources for future generations, the Town recognizes and offers respect to Indigenous Nations.

Caledon has a 13,000-year settlement history during which migratory Indigenous Nations hunted, fished, and foraged on its lands. Key landforms such as the Oak Ridges Moraine and Niagara Escarpment influenced the pattern of their largely seasonal activities, and the Humber and Credit rivers became important transportation and trade routes. Indigenous Nations have left archaeologically significant resources that provide insight into how they engaged with the land.

Over their lengthy history, several Indigenous Nations occupied the Caledon area. Dominance shifted with territorial conflicts throughout the late 16th to 18th centuries, seeing the rise and fall of the Haudenosaunee, the dispersal of Huron-Wendat, and the influx of Ojibwe and Algonquin Peoples. By the late 18th century, the Caledon area was part of the territory occupied and controlled by the Anishinaabeg of the Ojibwe Nation, who became known to the Europeans as the Mississaugas of the Credit, of whom the Mississaugas of the Credit First Nation (MCFN) are direct descendants.

Increasing contact with European colonists threatened the Mississaugas ways of life, weakened their economy, depleted their population, and marginalized their communities. Between 1781 and 1820, the Mississaugas of the Credit entered into various treaties with the Crown, establishing treaty rights throughout their Territory. The lands that now form Caledon were among those acquired by the British Crown from the Mississaugas of the Credit through Treaty 19, also known as the Ajetance Purchase, signed on October 28, 1818, by representatives of the Crown and Chief Ajetance.

The Town recognizes that Indigenous stewardship of the land, water, and natural resources extends back thousands of years. This role is linked to Aboriginal and treaty rights. Aboriginal rights are elements of Indigenous custom, practice or tradition that were historically integral to the distinctive culture of an Indigenous community. Treaty rights are the specific rights embodied in the treaties that were entered into with Canada; treaty rights were recognized and affirmed by Canada’s Constitution Act in 1982.

Following the Ajetance Purchase, the lands that now form Caledon were divided into rural townships and opened for colonial settlement. The rigid British survey grid establishing a

pattern of settlement is still discernable to the present day. Lands were cleared for farming, and small crossroad settlements developed to service the agricultural population. In turn, the area's dramatic natural features and waterways influenced the location and character of other settlements and industries, such as water-powered mills and quarries. Over time, the arrival of railways in the 1870s and improved road connections into the early 20th century became factors in the growth of some of these settlements and the decline of others.

Caledon Today

On January 1, 1974, the municipal governance model we know today was created.

- The upper-tier municipality of the Region of Peel was created from the former Peel County to provide community services to three newly amalgamated lower-tier municipalities: the Cities of Mississauga and Brampton, which were rapidly urbanizing at the time, and the Town of Caledon.

- The Town of Caledon was established through the amalgamation of the Townships of Caledon and Albion, along with the northern half of Chinguacousy Township, and the Villages of Bolton and Caledon East. At the same time, the Police Villages of Alton, Caledon, Inglewood and Palgrave were dissolved.

Since then, development in Caledon has been influenced by the urbanization of lands to the south, as well as Provincial and Regional land use policies to manage forecasted population and employment growth and conserve natural and cultural heritage features and agricultural land.

In 1997, the Town implemented a tri-nodal growth strategy to direct the majority of growth to three settlement areas: Bolton, Mayfield West and, to a lesser degree, Caledon East. This led to more urban development in south Caledon, while the villages and hamlets in the remainder of the Town experienced only minor population increases.

Today, the Town is characterized by the variety of its communities as well as the range of business, employment and recreational opportunities it offers.

Future Caledon

Looking ahead, the Town will be one of the fastest growing municipalities in Canada. The Town has received significant direction from the Province and Region on where and how to accommodate its share of forecasted population and employment growth to 2051. On November 4, 2022, the Province approved a new Region of Peel Official Plan that requires the Town to plan for 300,000 people and 125,000 jobs. The Future Caledon Official Plan provides for this growth through the intensification of existing built-up areas as well as "greenfield" development within the Region's urban boundary expansion area in south Caledon.

The Town has received vital input on this Plan over several years from community members, staff and consultants. That collaborative consultation process identified key areas of interest, local priorities, and a clear vision for the future. This Plan aims to guide the Town forward while maintaining the elements that make Caledon unique. However, it has been prepared to conform with existing Provincial plans, which do not always align with local priorities. Council continues to advocate for changes to the Oak Ridges Moraine Conservation Plan to increase permissions for agri-tourism operations and on-farm diversified uses.

As explained in the Plan text, the replacement of the 1976 Town of Caledon Official Plan, as amended, by the Future Caledon Official Plan is being completed in phases. This first phase will apply the Future Caledon Official Plan and its new policy framework to most of the Town. However, the 1976 Town of Caledon Official Plan, as amended, is to remain in effect as it applies to existing urban and rural areas that are subject to its secondary plans, as well as town-wide mineral aggregate resource policies.

Subsequent phases will update the Future Caledon Official Plan and replace the remaining portions of the 1976 Town of Caledon Official Plan, as amended, through Town-initiated official plan amendments to this Plan. Detailed studies will recommend updated policies related to growth management and phasing, mineral aggregate resources, trucking-related uses, and existing secondary plan areas.

Beyond that, the Future Caledon Official Plan will be updated through further Town-initiated official plan amendments to incorporate:

- secondary plans, based on comprehensive secondary planning, for the Town's new community and employment areas; and,

- any further direction from the Region of Peel Official Plan necessary to guide development and decision-making in Caledon once that Plan is downloaded to the Town.

In October 2022, the Province announced that, among several changes to its land use approval system, the Region of Peel would become an upper-tier municipality without planning responsibility. In May 2023, the Province announced its intention to dissolve the Region of Peel. The Town of Caledon, and the Cities of Brampton and Mississauga, are to become independent single-tier municipalities on January 1, 2025.

Contents

The Future Caledon Official Plan is divided into the following Parts and Chapters. A detailed table of contents is provided at the beginning of each Part.

Part A Introduction
The Future Caledon Official Plan
Plan Fundamentals

Part B Managing Growth and Change
Town Structure
Growth Management

Part C Town-wide Policies
Climate Change
Cultural Heritage
Design
Economic Opportunities
Housing
Public Service Facilities
Transportation
Infrastructure

Part D Natural Environment System, Parks and Open Space
Natural Environment System
Parks and Open Space
Source Water Protection
Natural and Human-made Hazards

Part E Rural System
Agricultural Area and Rural Lands
Villages and Hamlets
Rural Employment Centres
Mineral Aggregate Resources

Policies about mineral aggregate resources will be added through a future phase of the Official Plan Review. Refer to Part A, section 1.2.

Part F Urban System
Planning the Urban System
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Part G Implementation
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Implementation Tools
Land Acquisition, Access, Conveyance and Disposition
Development Application Requirements
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Programs and Incentives
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Glossary

Part H Site-specific Policies and Secondary Plans
Site-specific Policies
Bolton Secondary Plan (including Special Policy Area)
Caledon East Secondary Plan
Campbell's Cross
Inglewood Village and Area Secondary Plan
Mayfield West Secondary Plan
Palgrave Estate Residential Community
Snell's Hollow Secondary Plan
Tullamore Secondary Plan
Victoria
Wildfield

Secondary plans will be added through future phases of the Official Plan Review.
Refer to Part A, section 1.2.

Part A: Introduction

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Schedule

A1 Provincial Plan Areas

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1. THE FUTURE CALEDON OFFICIAL PLAN

This Future Caledon Official Plan will guide the most significant period of transformation in the Town of Caledon's history. It balances the conservation and use of resources while providing for growth and change.

The Town is forecast to grow from a population of approximately 80,000 residents in 2021 to 300,000 residents in 2051. Employment is forecast to rise from approximately 32,000 jobs to 125,000 jobs.

The Official Plan has been prepared to support the Town's long-term environmental, social and economic prosperity through:

- Climate change mitigation and adaptation;
- Protection of agricultural and environmentally sensitive lands;
- Preserving our rural communities;
- Responsible urban growth management; and,
- Equity and inclusion for all.

1.1 Purpose

1.1.1 The Future Caledon Official Plan:

a) establishes the desired land use pattern for lands within the Town of Caledon to 2051;

b) coordinates land use and *infrastructure* requirements to ensure that the forecasted growth can be accommodated responsibly;

c) establishes a framework and policy context for decision making that provides certainty for the planning process;

d) conforms or does not conflict with Ontario's Provincial Plans, has regard to matters of Provincial interest and is consistent with Provincial Policy Statements; and,

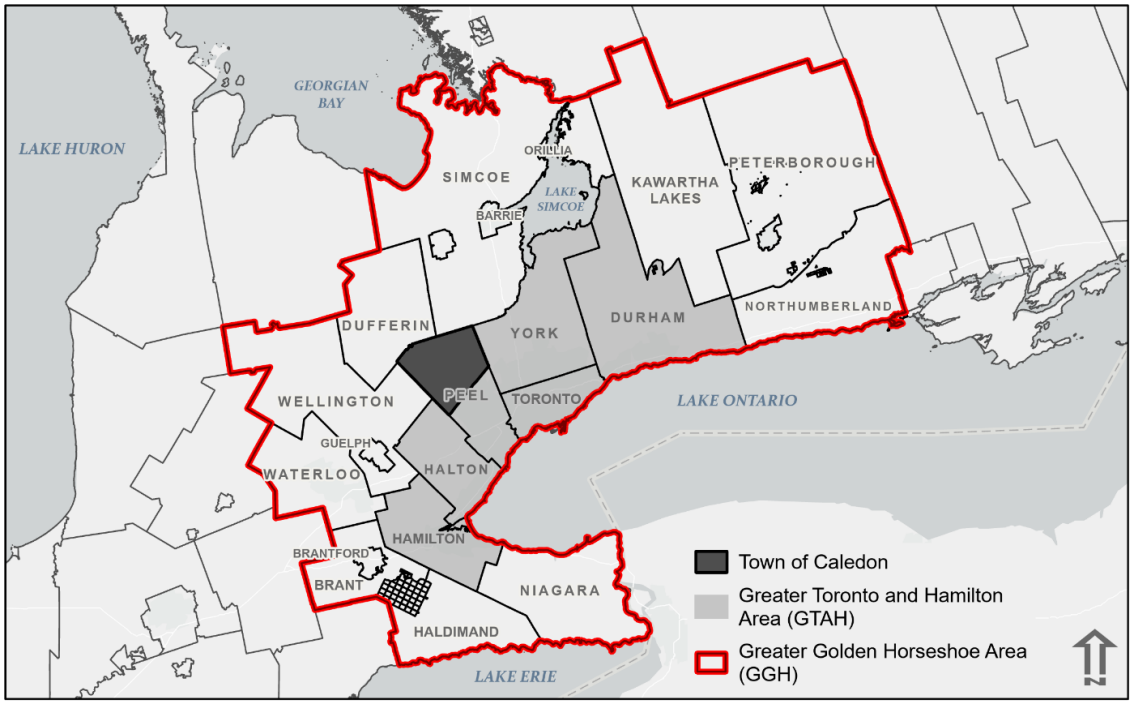
e) conforms or does not conflict with the Region of Peel Official Plan.

1.2 Plan Area and Geographic Context

1.2.1 The Town of Caledon is a lower-tier municipality within the upper-tier municipality of the Region of Peel in the Province of Ontario's Greater Golden Horseshoe – the urban region centered around the City of Toronto at the western end of Lake Ontario.

1.2.2 The Town of Caledon has an area of approximately 688 square kilometres. As shown on the schedules to this Plan, the Town generally includes the lands between Winston Churchill Boulevard and Caledon King Town Line/Albion Road, from Mayfield Road to Caledon East Garafraxa Town Line/Highway 9.

Figure 1-1: Geographic Context



1.2.3 The 1976 Town of Caledon Official Plan, as amended, remains in effect as it applies to:

a) lands identified as Rural Service Centre on Schedule A1 to the 1976 Official Plan, as amended, including:

i) the Bolton *settlement area* and associated secondary plan areas (Bolton Core, Bolton South Hill, West Bolton, North East Bolton, South Simpson Industrial and Coleraine West) as depicted on Schedules C, C-1, C-1A, C-2, C-3, C-4, C-5, C-6, and C-7 to the 1976 Official Plan, as amended;

ii) the Caledon East secondary plan area as depicted on Schedule D to the 1976 Official Plan, as amended; and,

iii) the Mayfield West, Mayfield West Phase 2 and Snell's Hollow secondary plan areas as depicted on Schedules B, B-1, and B-2 to the 1976 Official Plan, as amended;

b) the Tullamore secondary plan area as depicted on Schedule N to the 1976 Official Plan, as amended;

c) the Palgrave Estate Residential Community secondary plan area as depicted on Schedules G, H and I to the 1976 Official Plan, as amended;

d) Inglewood Village plan area as depicted on Schedule M to the 1976 Official Plan, as amended;

e) mineral aggregate resources town-wide, including:

i) lands designated Extractive Industrial Area on Schedule A to the 1976 Official Plan, as amended;

ii) lands identified as CHPMARA (i.e., Caledon High Potential Mineral Aggregate Resource Area) or Licensed Pit/Quarry on Schedule L to the 1976 Official Plan, as amended; and,

iii) lands identified as sand and gravel or bedrock resource fragments on Appendix II to the 1976 Official Plan, as amended.

1.2.4 The Future Caledon Official Plan applies a separate policy framework and land use pattern town-wide, except where the 1976 Town of Caledon Official Plan, as amended, remains in effect.

a) References to, or depictions of, lands subject to the 1976 Official Plan, as amended, are provided for the purpose of information and context only.

b) References to town-wide population and employment forecasts in this Plan include estimates for lands subject to the 1976 Official Plan, as amended.

c) For clarity, Part B, Managing Growth and Change, and Part G, Implementation, of this Plan apply to all lands in the Town of Caledon.

1.2.5 Further phases of the Town's official plan review will complete the replacement of the 1976 Official Plan, as amended. Detailed studies of the remaining areas subject to the

1976 Official Plan will recommend new policies to be incorporated into this Plan through a series of Town initiated official plan amendments.

1.3 Plan Organization

1.3.1 The Future Caledon Official Plan establishes land use policies and designations to implement the Town's vision and guiding principles. It is also referred to as "Future Caledon," "the Official Plan," "the Plan" or "this Plan."

1.3.2 The Plan is divided into the following parts, each containing policies and related schedules, where applicable:

a) **Part A, Introduction**, sets out the purpose, scope, and context of the Plan, and provides guidance on how to read and interpret the Plan. This part also establishes the foundation for the Plan, including Indigenous stewardship and the vision and guiding principles.

b) **Part B, Managing Growth and Change**, sets out the Town's approach to growth management and land use planning, starting with the Town structure and its defining systems. It also includes population and employment forecasts to 2051, *intensification* targets and direction for Greenfield development through secondary plans.

c) **Part C, Town-wide Policies**, provides town-wide policies about climate change, cultural heritage, design, economic opportunities, housing, public service facilities, transportation, and infrastructure.

d) **Part D, Natural Environment System, Parks and Open Space**, describes the role of the natural environment system, parks and open space in the Town structure – including within the Rural and Urban Systems – and provides associated land use designations and policies. This part also includes policies about source water protection and natural and human-made hazards.

e) **Part E, Rural System**, describes the role of *agricultural* and *rural areas*, villages and hamlets, and rural employment centres in the Town structure, and provides associated land use designations and policies. This part will be updated, through a future official plan amendment, to include policies about mineral aggregate resources upon completion of the Town's Mineral Aggregate Resources Policy Study.

f) **Part F, Urban System**, describes how urban areas in the Town structure will accommodate most of the Town's forecasted population and employment

growth. It also sets out associated land use designations and policies, including a framework for future secondary plans.

g) **Part G, Implementation**, describes the planning tools and development approval processes that the Town will use to implement and update the policies of the Plan. It also provides a glossary of defined terms.

h) **Part H, Site-specific Policies and Secondary Plans**, will provide site-specific policies and secondary plans to provide additional direction for development and decision-making. This part will be updated, through future official plan amendments, to include updated secondary plans for the areas referred to in section 1.2.3 based on detailed reviews of the applicable policies of the 1976 Town of Caledon Official Plan, as amended. It will also be updated, through future official plan amendments, to incorporate secondary plans for the Town's new community and *employment areas* based on detailed secondary planning in accordance with the policies of this Plan.

1.4 How to Read this Plan

1.4.1 The Plan is to be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions. All relevant policies applying to a given situation should be considered together.

1.4.2 All text and tables and numbered figures in Parts A through H are part of this Plan. The accompanying schedules (maps) are also part of this Plan.

1.4.3 The foreword, and attached figures (maps) and appendices, if any, are provided for descriptive purposes but are not considered part of this Plan. Similarly, the cover, title pages, tables of contents, photographs, unnumbered illustrations, graphic design elements, blank pages and hyperlinks are intended to improve readability but are not considered part of this Plan. As such, an official plan amendment would not be required to make changes to any of those elements.

1.4.4 Interpreting Policies

a) The auxiliary verbs "may," "should," "will," and "shall," are used throughout this Plan in the following ways:

i) "**may**" means that the policy is permissive;

ii) "**should**" means that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,

iii) "**will**" or "**shall**" means that the policy is mandatory.

b) Policies that use the word "encourage" provide a course of action that would meet the intent of this Plan but is not mandatory.

c) The policies of this Plan allow for limited flexibility through interpretation without the need for an official plan amendment. Such interpretation must:

i) be in conformity or consistent with Provincial and Regional plans and policies;

ii) be consistent with the guiding principles and policy directions in Chapter 2;

iii) be consistent with the intent of the policies of this Plan; and,

iv) represent good planning.

d) Council may approve guidelines or guidance documents that further support the implementation and interpretation of this Plan.

1.4.5 Interpreting Schedules and Figures (Maps)

a) The locations of boundaries and symbols are approximate and do not define exact limits except where they coincide with well-defined physical features such as roads, railways, or watercourses. Where they do not coincide with physical features, the Town will interpret their location.

b) The delineations of natural features, or the locations and boundaries of environmental designations, are not intended to be precise. They may be further refined through additional study as described in this Plan.

c) Where the delineations of natural heritage and water resource systems are intended to be in conformity with the schedules to a Provincial plan, the Provincial plan schedules will take precedence. The delineation of Provincially Significant Wetlands and Areas of Natural and Scientific Interest (ANSIs) is the responsibility of the Province.

d) The delineations of *natural hazards* are not intended to be precise. The interpretation of regulated natural *hazard lands* is the responsibility of the relevant conservation authority.

1.4.6 Interpreting and Implementing Permitted Uses

a) Where lists of permitted uses are provided for land use designations, such lists are intended to reflect the possible range and type of uses that may be permitted, unless otherwise specified in this Plan.

b) The implementing Zoning By-law will provide more detailed listings of permitted uses. Accordingly, Council may permit uses in the implementing zoning that are similar in nature and appropriately accommodated within the corresponding land use designation in this Plan without the need for an official plan amendment.

1.4.7 Interpreting Numerical Requirements

Minor deviations from numerical requirements in this Plan may be permitted by Council without the need for an official plan amendment, subject to applicable Provincial and Regional policies, provided that the general intent of this Plan is maintained.

1.4.8 Conflict Resolution

In general terms, a conflict arises if the application of one policy prevents another policy from being implemented. The Town is permitted to have more detailed or more restrictive policies than the Province or Region, except under specific prescribed circumstances.

a) In the event of a conflict between a general policy and an area-specific policy, the area-specific policy will prevail.

b) In the event of a conflict between this Plan and a Provincial plan, the more restrictive provision will prevail except where a Provincial plan or policy provides otherwise.

c) In the event of a conflict between this Plan and the Region of Peel Official Plan, the more restrictive provision will prevail.

d) In the event of a conflict between this Plan and a guideline or guidance document prepared to support the implementation of this Plan, this Plan will prevail.

1.5 Legislative Authority and Policy Context

The Future Caledon Official Plan was prepared under the authority of, and in accordance with, the *Planning Act* of the Province of Ontario. As such, it has regard for matters of Provincial interest, is consistent with Provincial policy statements, and conforms or does not conflict with Provincial and Regional plans.

Figure 1-2: Legislative Authority and Policy Context



1.5.1 As shown on Schedule A1, Provincial Plan Areas, all lands in the Town are subject to one or more of the following Provincial land use plans. While this Plan has been prepared to conform with the Provincial plans, the entirety of each of those plans continues to apply, and any development in the Town must demonstrate conformity with the applicable Provincial plans.

a) A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("the Growth Plan") is intended to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It establishes a long-term policy framework for where and how growth should be accommodated and what must be protected for current and future generations.

b) The Greenbelt Plan is intended to protect farmland, water resources and natural areas, and support agriculture, tourism, recreation, and resource uses. It includes lands within, and builds on the ecological protections provided by, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. Its policies also support climate change adaptation and mitigation.

c) The Niagara Escarpment Plan is an environmental land use plan that balances protection, conservation and sustainable development on the Niagara Escarpment and lands in its vicinity. The goal is to ensure that the Escarpment will remain a substantially natural environment for future generations.

d) The **Oak Ridges Moraine Conservation Plan** provides land use and resource management direction to protect the Moraine's ecological and hydrological features and functions.

e) The **Lake Simcoe Protection Plan** outlines a coordinated approach to protect and restore the ecological health of Lake Simcoe and its watershed.

1.5.2 Schedule A1, Provincial Plan Areas, and other schedules to this Plan identify the Highway 413 Transportation Corridor, which is part of the Province's **Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe**.

1.5.3 The Future Caledon Official Plan also conforms or does not conflict with the **Region of Peel Official Plan**. The Region of Peel provides the Town's growth forecasts in addition to population and employment density targets.

1.6 Duration and Effect

1.6.1 The policies of this Plan provide guidance for the development of the Town to 2051.

1.6.2 The Town will not undertake any public work or enact any by-law for any purpose that does not conform with this Plan.

1.6.3 The municipal initiatives that must conform with this Plan include, but are not limited to:

a) approvals of planning and development applications such as zoning by-law amendments, draft plans of subdivision, draft plans of condominium, site plan control, consents, and minor variances;

b) the planning and construction of municipal *infrastructure* such as streets, transit infrastructure, sewers, *stormwater management ponds*, and water services;

c) protection and stewardship of the environment, including approvals under a Municipal Class Environmental Assessment;

d) the planning and construction of parks, open spaces and public facilities;

e) housing programs and projects; and,

f) financial plans and budgets.

1.7 Changes to the Future Caledon Official Plan

While this Plan has a horizon of 2051, it is not static and there will need to be changes to its policies from time to time. Additional guidance is provided in Chapter 24, Official Plan Amendments.

1.7.1 Amendments to the Official Plan may be expected in response to:

a) changes to Provincial and Regional policies, plans or interests;

b) emergent issues and trends that are best addressed through new or revised official plan policies;

c) the *Planning Act* requirement that an official plan be revised no less frequently than 10 years after it comes into effect and every five years thereafter;

d) land use plans prepared for large areas, such as secondary plans; and,

e) applications for area- or site-specific official plan amendments.

1.7.2 Proposed amendments to this Plan must:

a) be consistent with the Plan's vision, guiding principles and policy directions;

b) not undermine the Town's structure or the phasing and sequencing of development in accordance with this Plan; and,

c) be evaluated in accordance with the relevant policies in Part G, Implementation.

1.7.3 Approved amendments to this Plan will be consolidated on a regular basis for convenient reference. For accurate reference, consult the original decisions approving the Plan and any amendments listed in the foreword.

1.8 Monitoring

1.8.1 The Town will establish a monitoring program to implement the detailed direction provided in Part G, Implementation. Generally, the monitoring will:

a) satisfy municipal planning data reporting requirements established by the Province;

b) track how the Town is advancing each guiding principle;

c) measure progress toward specific policy targets, such as those for population, housing, and employment;

d) assess the effectiveness and relevance of this Plan's policies;

e) ensure that changes to the Town's social, economic, environmental, technological, and demographic conditions are reflected in this Plan;

f) ensure conformity or consistency with Provincial and Regional plans and policies; and,

g) identify emerging priorities and initiatives.

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2. PLAN FUNDAMENTALS

This chapter sets the foundation of the Future Caledon Official Plan, which will guide, coordinate, and manage forecasted growth to achieve long-term environmental, social and economic prosperity.

2.1 Indigenous Stewardship of Lands, Waters and Resources

We will acknowledge, honour and respect Indigenous heritage and the long-lasting history of the land. We will strive to protect the land, water, plants, and animals that have inhabited this land for the generations yet to come, knowing that together we all share 'one dish and one spoon.'

Corresponding to and arising from the Mississaugas of the Credit First Nation's (MCFN) Aboriginal and treaty rights, MCFN has a responsibility to act as stewards of their Territory, including to sustain the lands, waters, and resources for the benefit of generations to come. MCFN's responsibility to act as stewards of the lands, waters, and resources must be considered in all development proposals.

2.2 Vision

Our Caledon will be a **sustainable**, **healthy**, **connected** and **complete community** with a **thriving local economy**. As we grow, we will continue to celebrate our **heritage**, **diversity** and **rural roots** and be stewards of our **natural environment**.

2.3 Guiding Principles

The following guiding principles establish the approach to achieve the Town's vision. They are the foundation of the objectives and policies throughout this Plan.

2.3.1 Address the Changing Climate



Mitigate and adapt to the impacts of a changing climate through policies and standards that support environmental protection, compact and resilient community design, and low carbon buildings, energy systems and transportation networks.

- Policies that address the changing climate are found in Chapter 5, Climate Change, and throughout this Plan.

2.3.2 Protect Our Agricultural Lands



Protect prime agricultural and *rural areas* and support the future viability of farming operations.

- Policies that support the protection of agricultural lands are found in Chapter 17, Agricultural Area and Rural Lands, and throughout this Plan.

2.3.3 Protect Our Natural Features and Areas



Protect, restore, and enhance natural features and areas, and water resource systems to be healthy, sustainable, and resilient.

- Policies that support the protection, restoration and enhancement of natural features and areas, and water resource systems are found in Chapter 13, Natural Environment System, Chapter 15, Source Water Protection, Chapter 16, Natural and Human-made Hazards, and throughout this Plan.

2.3.4 Conserve Our Cultural Heritage



Conserve and celebrate heritage buildings, sites, districts, landscapes, and *archaeological resources*, so that the story of our history may be shared with future generations.

- Policies that support the *conservation* of *cultural heritage resources* are found in Chapter 6, Cultural Heritage, and throughout this Plan.

2.3.5 Manage Our Aggregate Resources



Identify and conserve mineral aggregate resources, manage their extraction, minimize their impacts, and progressively *rehabilitate* operations.

- Policies about mineral aggregate resources will be added to Chapter 20, Mineral Aggregate Resources, through a future amendment to this Plan. In the meantime, the 1976 Town of Caledon Official Plan, as amended, remains in effect as it applies to mineral aggregate resources town-wide, including: lands designated Extractive Industrial Area on Schedule A to that Plan; lands identified as CHPMARA (i.e., Caledon High Potential Mineral Aggregate Resource Areas) or Licensed Pit/Quarry on Schedule L to that Plan; and, lands identified as sand and gravel or bedrock resource fragments on Appendix II to that Plan.

2.3.6 Protect and Nurture Our Rural Communities



Recognize the Town's rural roots, and protect and nurture the character, economy, and quality of its rural communities.

- Policies that support the protection and nurturing of rural communities are found in Chapter 5, Cultural Heritage, Chapter 17, Agricultural Area and Rural Lands, Chapter 18, Villages and Hamlets, Chapter 19, Rural Employment Centres, and throughout this Plan.

2.3.7 Manage and Support Growth for Our Long-term Benefit



Manage and support population and employment growth to 2051 in an environmentally and financially sustainable manner.

- Policies related to growth management are found in Chapter 3, Town Structure, Chapter 4, Growth Management, Chapter 18, Villages and Hamlets, and Part F, Urban System. Part G, Implementation, also provides important direction.

2.3.8 Create Healthy and Complete Communities



Plan for healthy and *complete communities* that offer a mix of housing and employment opportunities for all, a range of parks, open spaces and amenities, and the choice to conveniently access shopping and services without a car.

- Policies that support the creation of healthy and *complete communities* are found throughout this Plan. Part C, Town-wide Policies, includes policies about climate change, design, economic opportunities, housing, public service facilities and infrastructure. Part D, Natural Environment System, Parks and Open Space, includes policies about the natural environment, and parks and open space. Part B, Growth Management, and Part F, Urban System, provide direction for the design of new community areas.

2.3.9 Design Great Places



Plan and design Caledon to be a mosaic of vibrant, well-designed places where the built and natural environments complement each other.

- Policies that support the design of great places are found in Chapter 7, Design, and throughout this Plan. Part B, Growth Management, and Part F, Urban

System, provide direction for the design of new community areas, and Part G, Implementation, includes policies about design excellence.

2.3.10 Create High Quality Transportation Options



Create a mobility system that prioritizes people and transit through a network that supports all modes of transportation with an emphasis on creating great walking, cycling and transit infrastructure.

- Policies that support mobility options are found in Chapter 11, Transportation, and throughout this Plan.

2.3.11 Address Housing Affordability and Choice



Address housing affordability and foster the development of various forms of affordable housing and housing options throughout the Town.

- Policies that address housing access, equity, affordability and choice are found in Chapter 9, Housing, and Chapter 28, Programs and Incentives.

2.3.12 Support Strategic and Innovative Economic Opportunities



Maximize job growth and economic prosperity by supporting the attraction, retention, diversification, and expansion of businesses, including the revitalization of main streets.

- Policies to support strategic and innovative economic opportunities are found in Chapter 8, Economic Opportunities, and throughout this Plan. Part E, Rural System, provides direction for villages and hamlets, and rural employment centres. Part B, Growth Management, and Part F, Urban System, provide direction for the design of new community areas and new *employment areas*.

2.3.13 Strategically Manage Municipal Infrastructure



Plan and manage municipal *infrastructure* that creates growth opportunities while being effective, innovative, and environmentally and financially sustainable.

- Policies that support the strategic management of municipal *infrastructure* are found in Chapter 4, Growth Management, Chapter 5, Climate Change, Chapter 11, Transportation, Chapter 12, Infrastructure, and throughout this Plan.

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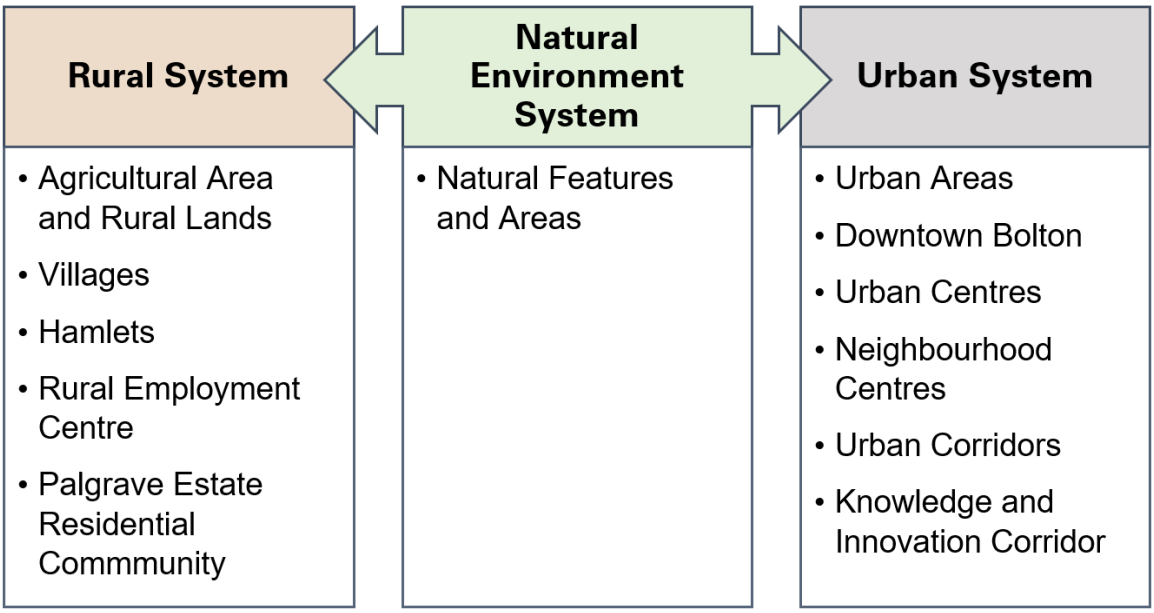
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B3c Land Use Designations – Oak Ridges Moraine Conservation Plan
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3. TOWN STRUCTURE

This Plan establishes a community planning structure that reflects the geography and history of the land. The town structure is comprised of an Urban System, a Rural System and a Natural Environment System, which is applicable Town wide. The Town Structure and the more significant components of the Urban and Rural Systems are shown in Figure 3-1 below and Schedule B1.

Figure 3-1: Town Structure



3.1 Description of Components of the Town Structure

3.1.1 Natural Environment System

a) The Natural Environment System is a key organizing element of the town structure. It is comprised of a *natural heritage system* and water resource system. The *natural heritage system* is made up of natural features and areas, such as wetlands, woodlands, valleylands and wildlife habitat, as well as components, such as linkages, buffers and supporting features and areas. The intent of the *natural heritage system* is to preserve and enhance the biodiversity, connectivity and long-term ecological function of the natural systems in the Town. The water resource system is made up of both groundwater features and surface water features and areas. The intent of the water resource system is to protect the ecological and hydrological integrity of water resources in the Town. The natural heritage and water resource systems are ecologically linked, rely on and support each other, and have many overlapping components. The establishment of these

natural systems is required by Provincial policies. These systems have been integrated in this Plan, and are known together as the Town's Natural Environment System

b) Detailed policies on the Natural Environment System are contained in Part D of this Plan.

3.1.2 Rural System

a) The Rural System includes *prime agricultural areas* where agriculture is the primary use and *rural areas* where a range of rural uses are permitted. The Villages and Hamlets that each have their own distinct character are also located in the Rural System. The Rural System also includes a Rural Employment Centre where rural employment uses are to be directed. Lastly, the Rural System includes areas that are used for the extraction of mineral aggregate resources.

b) Detailed policies on the Rural System are contained in Part E of this Plan.

3.1.3 Urban System

a) The Urban System includes the communities of Bolton, Mayfield West and Caledon East and undeveloped urban land that was approved through the Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2). It is within this area that the majority of population and employment growth will occur over the next thirty years and beyond. The Urban Area is identified on Schedule B1.

b) Detailed policies on the Urban System are contained in Part F of this Plan.

3.2 Land Use Designations

3.2.1 Provincial plan designations are identified on Schedules B3a, B3b and B3c.

3.2.2 Land use designations associated with this Plan are identified on Schedule B4. In accordance with section 1.2.3, lands subject to the 1976 Town of Caledon Official Plan, as amended, are noted on Schedule B4.

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4. GROWTH MANAGEMENT

The Town's population and employment is expected to significantly increase as per Table 4-1 in the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan. The majority of this growth is planned to occur within the Urban Area as shown on Schedule B1 where full municipal services are available or planned. It is within this area that the Town will require that all planning decisions contribute to the establishment of *complete communities* that are well designed, *transit-supportive*, offer a variety of transportation choices and include a diverse mix of land uses in a *compact built form*. These communities will also be planned in a fiscally responsible manner, to accommodate people at all stages of life, have an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and *public service facilities*.

4.1 Growth Forecasts

4.1.1 This Plan establishes a land use planning framework to direct and manage growth to 2051 based on the following minimum forecasts:

Table 4-1: Town of Caledon Growth Forecasts

	2021	**2051**
Population	81,000	300,000
Households	24,000	90,000
Employment	32,000	125,000

Note: Population figures include a census undercount of 3.3%. 2021 values are provided for reference and are not a forecast.

4.1.2 Changes to population, household, and employment forecasts can only occur as an update initiated by the Region of Peel, through an amendment to this Plan.

4.1.3 Limited growth will be permitted outside of the Urban System. Limited *infill development* in Villages and Hamlets may be permitted, in accordance with the policies of Part E. Development in the Palgrave Estate Residential Community may be permitted in accordance with the policies of the Palgrave Estate Residential Community Secondary Plan.

4.1.4 Population and employment growth will be

a) Focused in:

i) The Urban System;

ii) *Delineated built-up areas* as shown on Schedule B2;

iii) *Strategic growth areas*;

iv) Locations with existing or planned transit, with a priority on higher order transit; and

v) Areas with existing or planned *public service facilities*.

b) Limited in areas that are:

i) Within the Rural System;

ii) Not serviced by existing or planned municipal water and wastewater systems; and,

iii) Within the Greenbelt, Niagara Escarpment or Oak Ridges Moraine Plan Areas.

4.1.5 *Strategic growth areas* are identified as Urban Centres on Schedule B1, Town Structure, and Schedule B2, Growth Management, of this Plan. Density targets for these areas will be established through an amendment to this Plan.

4.1.6 *Employment Areas* will be planned to achieve a minimum density of 26 jobs per hectare.

4.2 Intensification

4.2.1 *Intensification* will be supported in appropriate locations within Caledon's existing built-up area, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan.

4.2.2 A minimum of 5% of all new residential development will be directed to lands within the *delineated built-up area* shown on Schedule B2, on an annual basis to 2051.

4.2.3 *Intensification* may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of *intensification*, including *infill* of vacant and underutilized lots, redevelopment at higher densities, use of *additional residential units*, purpose-built rental, adaptive reuse, and development on former industrial and commercial sites, including brownfield sites.

4.2.4 In addition to residential *intensification*, *compatible* employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject to the policies of this Plan. Where permitted, some forms of mixed-use development will include commercial and/or institutional uses and associated employment.

4.3 Development in Designated Greenfield Areas

4.3.1 Development within Designated Greenfield Areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare.

4.3.2 The minimum density target in designated greenfield areas will be measured over the entire designated greenfield area of the Region of Peel, excluding the following:

a) natural features and areas, supporting features and areas and floodplains, provided development is prohibited in these areas;

b) rights-of-way for:

i) electricity transmission lines;

ii) energy transmission pipelines;

iii) freeways, as defined by and mapped as part of the Ontario Road Network; and,

iv) railways;

c) employment areas; and,

d) cemeteries.

4.3.3 The Town will plan for *complete communities* within *Designated Greenfield Areas* that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the development of high-quality public realm and compact built form.

4.4 Growth Phasing and Coordination

4.4.1 The Town will collaborate with the Region to establish a Growth Management and Phasing Plan for the Urban System to identify a logical extension and sequencing of growth in the *Designated Greenfield Area* and the *Delineated Built-up Area*, including

plans for staging extensions or improvement of roads and services to support fully serviced and functional communities and *employment areas*.

4.4.2 Development and redevelopment within the Urban System will proceed according to the growth management and phasing policies of the Region of Peel's Official Plan, planned servicing and the Town's Growth Management and Phasing Plan.

4.4.3 The Growth Management and Phasing Plan will sequence development to:

a) ensure that development in Designated Greenfield Areas is planned, designated, zoned, and designed in a manner that:

i) supports the achievement of complete communities;

ii) supports sustainable transportation;

iii) provides for the protection of the natural heritage system and water resource system;

iv) schedule and finance the infrastructure required to support growth in conformity with the planned Town structure; and

v) provides for the orderly transition from agriculture, agricultural activities and related uses to support the continuation of agricultural uses for as long as practical.

b) ensure that development is prioritized in areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned services, such as transit and low carbon energy systems;

c) direct new development to occur adjacent to the existing built-up area and ensure that these areas have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities;

d) ensure that sufficient employment lands in appropriate locations will be available for employment growth in the planning period;

e) optimize wherever possible the use of existing infrastructure (sewer, water and roads);

f) address the improvement of live-work relationships, unit mix, and housing targets;

g) plan for a range of employment types;

h) consider fiscal impacts to the Region and the Town; and

i) identify priority areas for development.

4.4.4 Planned residential growth should occur in parallel with employment growth so that there is always an appropriate balance of residential and employment growth to support the development of *complete communities*.

4.4.5 When lands are to be made available for development according to the Growth Management and Phasing Plan, the Town will initiate a secondary planning process, in accordance with the policies of this Plan, to recommend a secondary plan for approval.

4.4.6 The Town will work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate the growth forecasted and to facilitate the development of *complete communities*.

4.5 Settlement Area Boundary Expansions

4.5.1 A *settlement area* boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:

a) Based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken by the Region of Peel, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the Designated Greenfield Area;

b) The proposed expansion will make available sufficient lands not exceeding the horizon of this Plan based on the analysis provided in the Region's land needs assessment, while minimizing land consumption;

c) The timing of the proposed expansion and the phasing of development within the Designated Greenfield Area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan;

d) The Growth Plan policies on settlement area boundary expansions are satisfied; and,

e) The Region of Peel Official Plan policies on settlement area boundary expansions are satisfied.

4.5.2 A *settlement area* boundary expansion may occur in advance of a municipal comprehensive review initiated by the Region of Peel, provided it is 40 hectares or less, and:

a) The lands that are added will be planned to achieve at least the minimum density target identified in the Growth Plan;

b) The location of any lands added to a settlement area will satisfy the applicable requirements of the Growth Plan;

c) The affected settlement area is not a rural settlement or in the Greenbelt Area;

d) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and,

e) The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.

4.5.3 The establishment of new *settlement areas* is prohibited.

4.5.4 *Settlement area* boundary expansions into the Natural Heritage System of the Greenbelt Plan Area are prohibited.

4.5.5 *Settlement areas* located outside of the Greenbelt Plan Area are prohibited from expanding their boundaries into the Greenbelt Plan Area.

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5. CLIMATE CHANGE

Planning for climate change is at the forefront of every land use planning decision made in the Town of Caledon. The Town and community will do everything in their power to mitigate the effects of climate change at a scale aligned with global science, and to adapt to impacts of a changing climate system, including increased precipitation, heat and extreme weather. Climate change mitigation refers to reducing sources of greenhouse gases, such as burning fossil fuels for heating, electricity, and transportation, and enhancing carbon storage. Climate change adaptation refers to preparing for the impacts of a changing climate by reducing risk and vulnerability associated with extreme weather events and building resiliency to recover from them.

Planning is an important tool in addressing climate change as decisions around land use and *infrastructure* "lock in" patterns of development and their associated emissions and climate risk for decades if not hundreds of years. With the scale of growth expected in Caledon, the Town has a unique opportunity to build low carbon and climate resilient communities that will benefit people and the environment. The climate change objectives and policy directions in this chapter will also be embedded in policies throughout this Plan. They aim to support the corporate goals, actions, and strategies identified in the Resilient Caledon Community Climate Change Action Plan.

5.1 Objectives

The planning objectives for climate change mitigation and adaptation are as follows:

a) support climate change mitigation by reducing greenhouse gas emissions in the Town by 36 per cent below 2016 levels by 2030 and reach *net-zero* emissions by 2050;

b) support climate change mitigation by requiring new residential, employment and commercial buildings to meet the Town's *Green Development Standards* and encouraging the retrofitting of existing building for increased efficiency;

c) support climate change adaptation by preparing for the impacts of climate change that pose a threat to buildings, infrastructure, natural systems, safety, and the well-being of Caledon's residents and economy;

d) engage and empower citizens, households, businesses, and community groups to ensure the implementation of energy, emissions, and adaptation actions; and,

e) ensure a holistic approach to climate action that considers social equity and responsibility in addressing the risks and sharing the costs and benefits of actions

throughout the municipality considering differing access to services, household incomes, economic opportunities, and *infrastructure* investment.

5.2 Pathway to Low-Carbon Communities

The following policies are intended to support a transition to low-carbon communities.

5.2.1 To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:

a) support the creation of compact, *transit-supportive*, and *complete communities*;

b) plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;

c) plan to meet or exceed the minimum *intensification* and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,

d) plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.

5.2.2 To support energy *conservation* and conversion, the Town will:

a) encourage the design and orientation of buildings and new communities to maximize passive solar energy gain and minimize energy loss from prevailing winds;

b) maximize opportunities for the implementation of *renewable energy systems* and *alternative energy systems* on a site-specific or district-wide basis;

c) encourage opportunities for *conservation*, energy efficiency and demand management such as high-performance building envelopes and ventilation systems; and,

d) encourage the shift away from natural gas in favour of renewable and alternative energy generation, including but not limited to, low-carbon district energy heating and cooling systems, microgrids, geo-exchange systems, air source heating and cooling pumps, anerobic digestion, and waste heat recovery.

5.2.3 To enhance carbon storage and sequestration, the Town will:

a) establish landscaping requirements and promote tree planting to improve air quality and provide shade;

b) increase the carbon sequestration potential of parks through tree planting and *urban agriculture*;

c) protect agricultural lands within the Rural System, which provide long-term carbon storage benefits; and,

d) protect, restore and enhance natural features and areas.

5.2.4 The Town will require all major development proposals to submit an alternative and *renewable energy systems* feasibility study, where appropriate, including the consideration of solar and geothermal energy installation and district and other low carbon energy systems.

5.2.5 The Town will consider programs and initiatives that encourage property owners to retrofit buildings to improve energy efficiency or install electricity-based heating systems such as radiant heating or heat pumps.

5.2.6 The Town will advocate for updated Ontario Building Code standards so that new construction will better withstand extreme weather events and be more energy efficient (e.g., Net Zero Ready Homes) by 2030.

5.2.7 Where a low carbon or district energy system is in place, the Town should require new buildings, including municipal buildings, to connect to the system.

5.2.8 The Town will encourage large-scale solar photovoltaic installations in appropriate locations, such as the rooftops of commercial and employment buildings or parking structures.

5.2.9 The Town will work with other levels of government, agencies, and the private sector to investigate and implement strategies to minimize the impact of traffic-related air pollutants and greenhouse gas emissions.

5.3 Pathway to Climate Resilient Communities

The following policies are intended to support a transition to climate resilient communities.

5.3.1 To enhance the adaptive capacity of infrastructure, the Town will:

a) apply the Town's Risk and Vulnerability Assessment to inform decision making;

b) ensure that *subwatershed* planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;

c) undertake *stormwater* management planning that, among other things, assesses the impacts of extreme weather events and provides direction for *green infrastructure* and *low impact development*;

d) promote development patterns that conserve, integrate and enhance *natural heritage system* and *water resource system* features, areas, and functions;

e) align with the climate adaptation requirements of Infrastructure Canada's Investing in Canada Infrastructure Program, as amended; and,

f) integrate *green infrastructure* and *low impact development* such as green roofs, and permeable surfaces into the design of infrastructure, where possible.

5.3.2 To increase biodiversity, the Town will:

a) Protect, restore and enhance existing natural features and areas;

b) require native and climate adaptive plant species to be included in landscape plans for municipal parks and open spaces;

c) encourage native and climate adaptive plant species to be included in landscape plans for development subject to site plan approval.

5.3.3 To reduce the urban heat island effect, the Town will:

a) implement measures to protect, maintain or enhance the *urban forest* tree canopy cover; and,

b) promote green roofs and white roofs on residential, commercial, industrial, office and institutional rooftops.

5.3.4 The Town will encourage the use of large roof areas for clean energy generation, *stormwater* retention, heat reduction, and habitat creation.

5.3.5 The Town will encourage land stewardship activities such as reforestation, naturalization of public and private lands and low-maintenance landscaping.

5.3.6 The Town will collaborate with the Region of Peel and local health organizations to conduct climate change and health vulnerability assessments to prepare for the human health impacts of climate change.

5.4 Green Development Standards

5.4.1 The Town will establish mandatory *Green Development Standards*, to be implemented through the development application requirements in Chapter 27 of this Plan.

5.4.2 The Town will establish minimum performance requirements as part of the *Green Development Standards* process along with guidelines, tools and templates to support compliance.

5.4.3 The *Green Development Standards* will encourage all new development to exceed the energy performance criteria of the Ontario Building Code, as well as establishing zero emissions building standards.

5.4.4 The *Green Development Standards* will address matters including, but not limited to:

a) *green infrastructure* and *stormwater*;

b) building energy performance;

c) greenhouse gas emissions reduction from buildings and vehicles;

d) embodied carbon of building materials;

e) *active transportation* and community design;

f) parking;

g) zero emissions vehicle infrastructure;

h) natural heritage *conservation*;

i) materials and waste;

j) measures for climate change adaptation.

k) Water conservation and efficiency

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6. CULTURAL HERITAGE

Caledon's cultural heritage reflects 13,000 years of human interaction with the land and includes tangible physical heritage as well as the intangible heritage of the perspectives, knowledge, and practices of current and past inhabitants.

Archaeological resources, *built heritage resources* and *cultural heritage landscapes* are irreplaceable. Providing for their *conservation* is an important part of the Town's decision making and planning for future growth.

Caledon's *cultural heritage resources* will be *conserved* to ensure their continued contribution to the identity, character, vitality, economy, sustainability, and well-being of the broader community and of Indigenous communities.

6.1 Objectives

The planning objectives for cultural heritage are as follows:

a) respect the past while planning for the future;

b) engage and work cooperatively with Indigenous Nations, residents, businesses, the Region of Peel, conservation authorities and other agencies to promote sound *conservation* practices;

c) use available powers and tools to ensure that all new development and *site alteration conserve cultural heritage resources*; and,

d) encourage and promote heritage *conservation* and stewardship to support *sustainable*, healthy, and prosperous communities.

6.2 General Policies

6.2.1 The Town will exercise the powers and apply the tools provided by legislation in implementing and enforcing its cultural heritage policies, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, the *Building Code Act*, the *Municipal Act*, the *Funeral, Burials and Cremation Services Act*, and the *Niagara Escarpment Planning and Development Act*.

6.2.2 To *conserve cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols, standards and guidelines, the Town:

a) may recognize or designate properties of cultural heritage value or interest;

b) will maintain a Heritage Register of properties of cultural heritage value or interest and other non-legislated inventories as required;

c) may establish *heritage conservation districts* and adopt heritage conservation district plans;

d) may, consistent with provincial standards, establish policies, procedures, plans, and guidelines for the identification, assessment, evaluation, management, use, designation, alteration, removal or demolition of *cultural heritage resources*, or changes to their heritage status;

e) may pass by-laws establishing standards for the maintenance of properties designated under the *Ontario Heritage Act*;

f) may pass a demolition control by-law to require, among other things, the issuance of a building permit for a replacement building prior to the demolition of a *cultural heritage resource* on a property on the Town's Heritage Register;

g) may pass by-laws providing for the entering into of easements or covenants for the *conservation* of property of cultural heritage value or interest;

h) may establish policies and/or guidelines to recognize the importance of cultural heritage context of villages and hamlets not subject to a heritage conservation district plan; and,

i) may establish programs and/or financial incentives to encourage cultural heritage conservation.

6.2.3 The Town will prepare a comprehensive Cultural Heritage Master Plan to provide a basis for additional official plan policies or initiatives to *conserve cultural heritage resources*.

6.2.4 Designated *cultural heritage resources* will be identified on Figure C1 to this Plan.

6.2.5 Where the Town is considering a proposal to alter, remove or demolish a *cultural heritage resource* that is protected under the *Ontario Heritage Act*, or repeal a designating by-law under the Act, it will ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:

a) how the proposal affects the *heritage attributes* and the cultural heritage value or interest of the *cultural heritage resource*; and,

b) options that reduce, minimize or eliminate impacts to the *cultural heritage resource*.

6.3 Heritage Conservation and Development

6.3.1 The Town may require the *conservation* of *cultural heritage resources* identified on the Heritage Register, including their integration into new development, through the development application approval processes.

6.3.2 The Town may require a cultural heritage evaluation report, heritage impact assessment and/or archaeological assessment prepared by a qualified professional in support of a proposed development, redevelopment, or demolition, including an *infrastructure* project. New or revised evaluations may be required if new information is discovered, if the scope or design of a development proposal changes significantly, or *archaeological resources* are identified.

6.3.3 A cultural heritage resource should be evaluated to determine its cultural heritage value or interest and *heritage attributes* before or concurrent with the preparation of any heritage impact assessment of proposed development on the *cultural heritage resource*.

6.3.4 The Town should require a heritage impact assessment and consider its outcome where development or redevelopment, including an *infrastructure* project, is proposed:

a) on, adjacent to, or in the immediate vicinity of, a designated heritage property;

b) within, adjacent to, or in the immediate vicinity of, the boundaries of a *heritage conservation district*;

c) within, adjacent to, or in the immediate vicinity of, a *cultural heritage landscape*; or,

d) on a property listed on the Town's Heritage Register.

6.3.5 When evaluating a development proposal, the Town will consider the interrelationship between *cultural heritage landscapes* and natural features and areas in accordance with the policies this Plan.

6.3.6 The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the *conservation* of any affected *cultural heritage resources*, and where appropriate, their integration into new

development. Such *conservation* measures may include a heritage conservation plan, development agreement, heritage easement agreement, securities, or any other such measure as may be supported by policy and legislation.

6.3.7 All options for on-site retention of buildings and structures of cultural heritage significance will be exhausted before resorting to relocation. Relocation of *built heritage resources* will only be considered through a cultural heritage impact assessment, structural assessment and heritage conservation plan that address retention and relocation.

6.3.8 *Cultural heritage resources* that are lost through development, redevelopment, or demolition, including an *infrastructure* project, should be documented and commemorated.

6.4 Archaeological Resources

6.4.1 The Town has prepared and will maintain an Archaeological Management Plan that includes mapping of *areas of archaeological potential*, policies and guidelines for the *conservation* and management of *archaeological resources*.

6.4.2 The Town will require the *conservation* or mitigation of sites of archaeological value and *areas of archaeological potential* as provided for under the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Municipal Act*, the *Cemeteries Act*, or any other applicable legislation.

6.4.3 Where a development may cause an impact to *archaeological resources* or *areas of archaeological potential*, an archaeological assessment by a qualified professional will be required in accordance with Provincial standards and guidelines, and in consultation with Indigenous Nations. In addition:

a) Projects involving in-water works may require a marine archaeological assessment.

b) No site grading, servicing or other soil disturbance will be permitted without prior confirmation that Provincial licensing and resource conservation requirements have been met.

c) Further consultation with Indigenous Nations may be required in accordance with Part G, section 28.3, Indigenous Engagement, of this Plan.

6.4.4 *Archaeological resources* that are located on a proposed *development* site will be *conserved* in accordance with the recommendations of the approved archaeological assessment.

6.4.5 *Significant archaeological resources* should be conserved in place wherever possible.

6.4.6 Where *significant archaeological resources* must be *conserved* in place, only *development* and *site alteration* that maintain the heritage integrity of the site may be permitted.

6.5 Built Heritage Resources

6.5.1 *Built heritage resources* should be maintained in their original locations. The following alternatives will be considered, in order of priority, before a relocation is approved:

a) retention of the *built heritage resource* in place for its original use;

b) retention of the *built heritage resource* in place for an adaptive reuse approved by the Town;

c) relocation of the *built heritage resource* on-site; and,

d) relocation of the *built heritage resource* to an appropriate off-site location to the satisfaction of the Town.

6.5.2 Additions and alterations to a built heritage resource should be designed to conserve its cultural heritage value or interest and heritage attributes, as follows:

a) An addition should be set back from the principal façade of the original building.

b) The architecture of an addition or alterations need not replicate the architecture of the original building but should be *compatible* with and not overwhelm the original building.

c) The roof design and slope should be consistent with those of the original building, where appropriate.

6.5.3 Heritage buildings on properties included on the Heritage Register are exempt from the minimum height requirements of this Plan.

6.6 Reuse, Retention and Climate Change Resiliency

6.6.1 The Town may permit the adaptive reuse of a built heritage resource for *conservation* purposes, subject to the policies of this Plan.

6.6.2 The Town will encourage the *conservation* and adaptive reuse of historic mineral resource extraction areas and associated structures and features.

6.6.3 To enable the *conservation* of a heritage dwelling, the Town may permit the creation of a lot for a new detached dwelling, or *additional residential units* on the property containing the heritage dwelling, subject to the policies of this Plan and the designation of the heritage property under the *Ontario Heritage Act*.

6.6.4 The Town will encourage and consider the retention and *conservation* of historic landscaping or vegetation along streets and roads, except where removal is necessary because of disease, damage or to ensure public health and safety.

6.6.5 The Town should, in collaboration with property owners and government agencies, implement climate change resiliency measures and incentives to prevent and mitigate climate change risks to *cultural heritage resources*.

6.6.6 The Town may develop criteria to identify trees of cultural heritage value or interest and implement *conservation* measures for their protection.

6.7 Heritage Conservation Districts

6.7.1 The Town may establish *heritage conservation districts* under the *Ontario Heritage Act* where merited by the concentration and significance of *cultural heritage resources*.

6.7.2 Where designated under the *Ontario Heritage Act*, a heritage conservation district:

a) will be subject to applicable powers and tools for its *conservation*;

b) will be identified on the relevant schedules of this Plan; and,

c) may be subject to an area-specific land use designation and policies consistent with the applicable heritage conservation district plan.

6.7.3 *Heritage conservation districts* will be *conserved* through the careful consideration of any proposals for change within their boundaries, on adjacent lands, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, or removal, or for alteration within, adjacent to, or in the immediate vicinity of a *heritage conservation district*, the Town will be guided by this Plan, the applicable heritage

conservation district plan, and any applicable policy, legislation, and guidance documents.

6.8 Cultural Heritage Landscapes

6.8.1 The Town may expand the Cultural Heritage Landscape Inventory through further site evaluations and consultation with Indigenous Nations.

6.8.2 The Town may designate *cultural heritage landscapes* under the *Ontario Heritage Act* or conserve them through area-specific land use designations and policies that reflect Indigenous and/or settler perspectives.

6.8.3 Where designated under the *Ontario Heritage Act*, a *cultural heritage landscape*:

a) will be subject to applicable powers and tools for its conservation;

b) may be identified on the relevant schedules of this Plan; and,

c) may be subject to area-specific land use designations and policies consistent with any applicable heritage conservation plan.

6.8.4 Where designation under the *Ontario Heritage Act* is not practical (e.g., due to the scale of the landscape), a *cultural heritage landscape* may be subject to area-specific land use designations and policies consistent.

6.8.5 *Cultural heritage landscapes* will be *conserved* through the careful consideration of any proposals for change within their boundaries on adjacent lands, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, or removal, or for alteration within, adjacent to, or in the immediate vicinity of a *cultural heritage landscape*, the Town will be guided by this Plan, and any applicable heritage conservation plan or guidance documents.

6.8.6 The Town may designate a heritage cemetery as a *cultural heritage landscape*.

6.8.7 The Town may identify culturally important vistas, viewsheds, pathways and places, and implement measures to *conserve* their cultural heritage value or interest and heritage attributes.

6.8.8 The Town may identify historic roads, scenic vistas and viewsheds, and implement measures to *conserve* their cultural heritage value or interest and heritage attributes.

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7. DESIGN

The Town of Caledon is shaped by its abundance of nature, open space, and history. This has allowed the Town to evolve as a distinct place in Ontario – where urban areas have developed alongside the natural world and embraced our past, where growth is balanced with long-term benefits and the futures of each of our villages and hamlets, and where the needs of the community are placed first. To ensure this is how Caledon continues to grow, the following three key design principles will apply to all new growth:

- Preservation and Integration
- Sustainable, Quality, Compact Development
- Community Focused Design

These principles will guide each stage of the development process, from secondary plans to detailed site design. They are the intended to create distinct, resilient and *complete communities*. They help support the objectives of the Town's Resilient Caledon Plan, *Green Development Standards*, Active Transportation Master Plan and Parks Strategy.

7.1 Objectives

The planning objectives for design are as follows:

a) preserve the rural character of the villages and hamlets of the rural system and grow existing and new *settlement areas* of the Town as a network of vibrant, attractive and compact urban communities;

b) support and achieve a high standard of urban design to help create healthy *complete communities* that are accessible, walkable, attractive, thriving, innovative and inclusive;

c) promote and recognize excellence in innovation in architecture, urban design, *sustainable* building design and landscape architecture;

d) prioritize reuse, flexibility, adaptive building design, site design, community design and *public realm* design;

e) create a built environment of human scale that respects, conserves and enhances *cultural heritage resources*, natural features and areas, important viewsheds, community character and streetscape in all aspects of design;

f) design individual site elements, buildings, structures and spaces to have mutually supportive relationships with one another and with other overall urban fabric and interrelated networks and systems; and,

g) promote arts and culture and encourage provision of public art in private and public developments.

7.2 General Policies

7.2.1 The Town will require high quality urban design through the implementation of this Plan and approved Town Wide Design Guidelines. Additional guidance is provided in Part G, section 27.4, Implementing Design Excellence.

7.2.2 The Town Wide Design Guidelines will be reviewed and updated periodically to respond to emerging best practice design principles.

7.2.3 All development in the Urban System will:

a) achieve a high-quality *public realm*, architectural design, prioritize sustainability and contribute to a high quality of life; and,

b) adhere to the design policies in Part F, Urban System.

7.2.4 New communities will:

a) be designed as *complete communities* through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for *sustainable* transportation modes;

b) demonstrate development of an integrated, connected and pedestrian focused *public realm*, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;

c) align new streets in a grid pattern to create pedestrian-scaled development blocks to ensure connectivity and better provide for *active transportation*;

d) be designed with community amenities such as institutional and community facilities, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.

7.2.5 Reverse frontage lots, also known as rear lotting, should be avoided along arterial and collector roads by providing access from rear lanes or window streets (parallel local streets).

7.2.6 All industrial, commercial and residential buildings should include dedicated outdoor amenity areas located and sized appropriately to provide the health and well-being benefits associated with these areas. The size must be directly proportional to the number of staff or residents intended to access these areas, or as stipulated in the implementing zoning or Town-wide Design Guidelines.

7.2.7 The transition between the Urban System and the Rural System, will be achieved through:

a) appropriate setbacks and separation distances that include planted buffers;

b) step-backs for buildings with larger massing and scale;

c) introducing alternative land use types, parks or open space features; and/or,

d) increasing rear yard or side yard setbacks for residential and non-residential developments

7.3 Streetscape and Street Design

Streets connect all aspects of the *public realm* – the network of public and private spaces to which the public has access

7.3.1 New streets will be designed as complete streets through the coordination of site, building and landscape design on and between individual sites.

7.3.2 New streets will be public streets unless otherwise determined by the Town. Private streets, if deemed appropriate by the Town, will be designed to meet the objectives of new public streets.

7.3.3 New streets will be designed to:

a) provide access and municipal street addresses for new developments;

b) extend site lines and view corridors;

c) divide larger sites into smaller blocks;

d) include pedestrian and cyclist amenities to promote *active transportation*; and,

e) balance the needs and priorities of various users and uses within the right of way.

7.3.4 Boulevards will be well designed to support coordinated landscaping, amenity spaces, setbacks, pedestrian-scale lighting, street furnishings, electric vehicle charging stations, where feasible, and appropriate *green infrastructure* and low-impact development measures to support *ecological function*.

7.3.5 The design of streetscapes should be consistent with the planned function of streets and neighbourhoods. New and existing communities should allocate less right-of-way space to vehicles.

7.3.6 The Town will design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures.

7.3.7 Streetscapes should be designed to be:

a) flexible to respond to changing needs, trends and technologies over time; and,

b) resilient to predictable future conditions such as extreme weather events and public health requirements

7.3.8 Streetscapes should incorporate sustainable design elements that support climate change adaptation and mitigation by:

a) contributing to the urban forest through tree plantings within streetscapes;

b) promoting *active transportation* and *green infrastructure*; and,

c) incorporating low impact development or other nature-based solutions to assist in *stormwater* quantity and quality control.

7.3.9 To provide visual interest and delineate different transportation uses, different paving materials may be required to differentiate parking, driveways, access aisles, streets, sidewalks and pedestrian pathways.

7.3.10 Street tree planting will include a variety of native tree species, and where appropriate and necessary, hybrid species to ensure resiliency and avoid a monoculture of tree species.

7.3.11 Pedestrian and cyclist areas within street rights-of-way will be designed to accommodate:

a) additional sidewalk width, where appropriate, to encourage and in anticipation of high pedestrian volumes;

b) accessible and barrier-free to persons with disabilities, families with strollers, and older adults;

c) *infrastructure* and features to improve comfort and encourage pedestrian and cyclist use such as shade, seating and end of trip facilities; and,

d) sidewalk cafes, kiosks, and street vendors, wherever appropriate.

7.3.12 Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street will be provided in new and infill developments, to establish pedestrian linkages between the sidewalk and building entrances, and improve access for pedestrians, cyclists, and public transit users.

7.3.13 Pedestrian linkages will be incorporated into the design of new development between uses and adjacent sites, and through sites on large blocks to create mid-block connections from internal residential areas to major collectors, arterial and other significant road corridors

7.4 Universal Design

The Town is dedicated to creating inclusive communities that are compliant with the *Accessibility for Ontarians with Disabilities Act*, the Ontario Building Code and other accessibility-related legislation and regulations.

7.4.1 Development will demonstrate universal accessibility in accordance with the Town's Universal Design Policy and Multi-Year Accessibility Plan, as amended periodically, to ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

7.4.2 The Town's Accessibility Committee may review site plan control applications to ensure that the standards of the *Accessibility for Ontarians with Disabilities Act* are met.

7.5 Public Art

7.5.1 The Town will encourage new neighbourhoods and individual sites to be designed and redeveloped to incorporate public art as an integral component of *public realm* planning in order to enhance the enjoyment of the built environment while contributing to a sense of place, meaning and context.

7.5.2 Public art will be encouraged throughout the Town in priority locations. Public art may reflect local history or traditions or may commemorate significant persons or events.

7.5.3 The Town will encourage public art to be incorporated into large-scale private developments.

7.6 Community Focused Design

7.6.1 To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:

a) provide diversity of land uses in the neighbourhood;

b) meet daily needs of residents and workers;

c) create space for healthy, diverse, and engaging neighbourhoods to thrive;

d) signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;

e) activate public streets and open spaces through coordination of adjacent land uses and design of built form;

f) respect and enhance the *public realm* through building setbacks and boulevard design;

g) include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;

h) apply urban design best practices and a human scale to commercial and industrial development; and,

i) integrate safety and crime prevention principles.

7.7 Site Design

7.7.1 The Town will ensure that the design objectives of this Plan are achieved through the design of new sites and redevelopment of existing sites. Through the Site Plan Control Process, the Town will:

a) consider individual site elements to improve the aesthetic quality of the development from the *public realm*, adjacent properties and on the development site;

b) ensure safe, comfortable and functional on-site and off-site circulation for all modes of transportation;

c) ensure site servicing components are functional, attractive and appropriately screened from view from the *public realm*. Loading areas, utilities/mechanical equipment, should be located and integrated within a building. Where not feasible, these elements should be directed away and screened from the *public realm*; and

d) where appropriate, particularly in densely populated areas, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards; and,

e) on larger sites, use existing or create new publicly accessible mid-block pedestrian connections. Mid-block connections should be direct, logical, and continuous to limit the need for added wayfinding measures.

7.7.2 Buildings should be sited to create safe, secure, accessible and usable internal spaces.

7.7.3 Where development is adjacent to *sensitive land uses*, adverse impacts will be mitigated through techniques such as separation distances, landscaped planting buffers and building articulation.

7.7.4 Lighting

a) Lighting will be internally oriented within a property to minimize glare and light pollution on adjacent properties, environmentally protected areas or public roads. Dark sky compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements will be encouraged.

b) Lighting of street rights-of-way will provide a safe level of illumination onto the roadway and sidewalks.

c) Human-scaled or low-level lighting should be provided in locations with high levels of pedestrian activity including, but not limited to, pathways, transit stops and stations, parks, schools and other public buildings and spaces.

7.7.5 Signage

a) Exterior site signage within the *public realm* will be designed to comply with the Town's Sign By-law and be *compatible* with, and complementary to, the architecture of the building and the site design. Signage will be integral to the

style of the development and streetscape and not dominate or clutter the streetscape.

b) Signage on properties designated under the *Ontario Heritage Act* will be *compatible* with the architecture and character of the designated property or *heritage conservation district*, unless otherwise permitted by the Heritage Committee or *Ontario Heritage Act*.

7.8 Built Form, Massing and Scale

7.8.1 The following section identifies design policies for the built form that is expected to be developed across the Town. The Town Wide Design Guidelines will provide further guidance to supplement the policies in this Plan.

7.8.2 Buildings should be oriented to create a strong street presence, with main entrances located to face the streets. Corner buildings should address both streets by providing articulated façades facing each street, and buildings at the end of terminating views or street intersections should have an increased architectural presence and should enhance and create view corridors and vistas

7.8.3 New buildings will be designed and oriented to support a vibrant, active and pedestrian-oriented streetscape.

7.8.4 Buildings and public places located at gateways, major vista termini, or along view corridors will be given special design treatment through massing, architectural detailing, materials, building wall articulation, or any combination thereof, as appropriate.

7.8.5 Blank façades facing a street, open space or park should be avoided.

7.8.6 Building servicing, as well as parking, access, loading, and waste collection areas, will be integrated into the building design, located away from *sensitive land uses*, and be separated and screened from the *public realm*.

7.8.7 Commercial buildings will be designed to enhance the pedestrian experience, dividing building frontage along units, and providing building articulation along their façades.

7.8.8 The Town will promote bird-friendly building and site design.

7.9 Built Form – Building Types

New development will include a range of building types: low-rise, mid-rise and tall buildings. The Town wide Design Guidelines will provide further guidance to ensure that new development is designed to fit within its existing and planned context.

7.9.1 A low-rise building is generally no taller than four storeys in height.

7.9.2 Mid-rise Buildings

a) A mid-rise building is generally four to 12 storeys in height or has a height less than the width of the right-of-way that it fronts onto.

b) Mid-rise buildings should be:

i) focused along Urban Corridors;

ii) oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood; and,

iii) designed to have a suitable transition of scale to adjacent areas through built form, setbacks, stepbacks, angular planes, buffers and separation distances; and,

7.9.3 Tall Buildings:

a) A tall building is generally greater than 12 storeys in height.

b) Tall buildings should be:

i) located in Urban Centres and along Urban Corridors where contextually appropriate;

ii) oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood

iii) designed to have a suitable transition of scale to adjacent areas through built form, setbacks, stepbacks, angular planes, buffers and separation distances; and,

c) A tall building should typically consist of three portions: a base, tower and top.

i) The base portion of a tall building should be designed to:

- provide natural surveillance of the *public realm* by incorporating glazing, doors, windows, balconies and space for active uses at grade; and,
- maximize connectivity and reinforce the *public realm*.

ii) The tower portion of a tall buildings should be designed to:

- mitigate the physical and visual impacts of the tower on the *public realm*; and,
- limit the impact of wind and shadows on the *public realm*.

iii) The top portion of a tall building should be designed to contribute to the surrounding skyline character and integrate rooftop mechanical systems into the building design.

d) The design of sites with two or more tall buildings should consider tower size, placement, separation, and overlap to:

i) limit undesirable micro-climate conditions;

ii) preserve the sky view from the pedestrian realm; and,

iii) create a dynamic skyline.

7.10 Parking

7.10.1 Parking to support new development in *strategic growth areas* is encouraged to be integrated within buildings, located below grade and/or in screened structured parking facilities to reduce or eliminate the need for surface parking.

7.10.2 Where an above-ground structured parking facility is deemed appropriate by the Town, it should be screened from view from the *public realm* with façades of high-quality architectural design and landscaping treatments. Street-related uses should be included at grade, where appropriate, to contribute to an active pedestrian realm.

7.10.3 Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street.

7.10.4 Surface parking areas should incorporate planted landscaped areas that:

a) clearly define vehicular and pedestrian circulation routes;

b) are sufficiently sized to support the growth of trees and other vegetation;

c) effectively screen parked vehicles from view from the *public realm*; and,

d) provide shade, wind break, and visual relief from hard surfaces.

7.10.5 Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.

7.10.6 Preferential parking for carpooling and electric vehicle charging should be incorporated into parking areas, where appropriate.

7.10.7 Truck and/or trailer parking, staging or loading areas will not be located between the front elevation of a building and a public street and will be screened from the *public realm*.

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8. ECONOMIC OPPORTUNITIES

The Town is well-positioned to benefit from the growth that is forecast for the Region, especially in the targeted employment fields of:

- advanced manufacturing;
- agri-food and food science;
- agriculture, including value-added agricultural businesses;
- tourism, including tourist-related service industries;
- arts and culture; and,
- the knowledge, innovation, technology and creative industry sectors.

It is a guiding principle of this Plan to support strategic and innovative economic opportunities. The intent is to enable the strategic development of the Town's employment lands to maximize long-term job growth and economic prosperity, and support the retention and expansion of businesses, and revitalization of main streets. In addition to urban *employment areas*, the rural economy including the tourism sector provides a range of business opportunities and jobs. The retail sector is also an important aspect for the growth of the community by serving the Town's residents and business needs.

The Town's location within the Greater Golden Horseshoe provides access to extensive regional transportation infrastructure, future greenfield development opportunities and a skilled workforce, appealing to future investors, workers, and visitors to the Town.

The policies in this section are intended to support growth management policies in Part B, Growth Management, and applicable land use designations in Part E, Rural System, and Part F, Urban System.

8.1 Objectives

The planning objectives for economic opportunities are as follows:

a) facilitate a *sustainable*, environmentally sound and diverse local economy;

b) attract and retain a talented labour force;

c) generate opportunities and provide support to residents, entrepreneurs, and investors;

d) welcome services and technologies responsive to the impacts of and solutions to climate change;

e) promote tourism, cultural and recreational opportunities;

f) streamline and improve processes and processing timelines to support development;

g) support the *agricultural system* and the local food economy through a range of activities and amenities including investment in agricultural services, value-added food processing, local distribution, consumption, and disposal;

h) promote economic development opportunities to support a low carbon energy transition; and,

i) encourage innovation to reduce the carbon footprint of *employment areas* and ensure resilience to extreme weather.

8.2 General Policies

8.2.1 The Town will plan for, and protect, *Employment Areas* for a variety of employment uses, and will require a diverse range of employment uses to help achieve the projected forecasts, accommodate a variety of employment uses as locational and market trends require, and accommodate industry clusters identified in the Town's Economic Development Strategy.

8.2.2 The Town will ensure adequate, development ready employment land supply necessary to allow for continued employment growth and facilitating *intensification* of *Employment Areas* to efficiently use existing *infrastructure* and meet employment growth projections.

8.2.3 To ensure that the agricultural sector continues to thrive while Caledon grows, the Town will:

a) provide flexibility and support to diversify the agricultural economy;

b) promote *urban agriculture* and farmers' markets in the urban area, specifically in residential areas and public spaces between structures;

c) encourage *urban agriculture* within rural settlement boundaries;

d) support commerce in the *rural area*, including farm roadside sales, and tourism supportive uses in Villages and Hamlets;

e) encourage the use of vacant and underutilized lands, utility corridors and public lands for the establishment of community gardens where appropriate;

f) attract and promote innovative and *sustainable* food science, agricultural and agri-food processing investment;

g) support appropriate transportation *infrastructure* for agricultural vehicles and equipment;

h) work with the Region of Peel on water and wastewater services that support agricultural needs; and,

i) work with the Province to expand opportunities for the development of *on-farm diversified uses* throughout the *rural lands* of the Oak Ridges Moraine Conservation Plan Area in Caledon.

8.2.4 The Town will plan for higher density employment, such as office development and major institutional uses, to occur in major transit station areas, urban centres, neighbourhood centres, urban corridors and other areas where there is a supportive transportation network.

8.2.5 The Town will encourage the redevelopment of industrial and commercial sites, including brownfield sites, in accordance with the policies of this Plan.

8.2.6 To ensure that *Employment Areas* are adequately serviced by transportation infrastructure, the Town will:

a) ensure the design and development of *Employment Areas* that are easily accessible through all transportation modes, including transit, *active transportation* and automobile; and,

b) facilitate an efficient goods movement network connecting *Employment Areas*.

8.2.7 Conversions of lands within *Employment Areas* to non-employment uses such as Major Retail, residential, and other *sensitive land uses* not ancillary to the primary employment use will not be permitted.

8.2.8 The Town will create a diverse economy by encouraging services and technologies responsive to the impacts of climate change by:

a) Supporting innovation and private investment in industries and businesses that promote solutions to climate change or have low carbon operations, and,

b) Promoting incentives where significant green technologies are utilized in site design, building design and business operation.

8.3 Provincially Significant Employment Zone

8.3.1 To protect *provincially significant employment zones* for long-term employment uses and continuity of employment land as an asset for the Town, the conversion of *provincially significant employment zones* to non-employment uses will not be permitted outside of a Municipal Comprehensive Review completed by the Region of Peel. The Province may issue additional supplementary direction to guide growth within *provincially significant employment zones*.

8.3.2 Undeveloped *designated greenfield area* lands that are also *provincially significant employment zones* may include mixed use or residential development, where appropriate. Any non-employment uses should be *compatible* with employment uses in the *provincially significant employment zones*.

8.4 Tourism

8.4.1 The Town will prepare, implement, and promote a Tourism Strategy, as amended from time to time.

8.4.2 The Town will develop and implement a Caledon Culture Plan that documents, identifies, and supports community, cultural heritage, diverse groups, and Indigenous history.

8.4.3 The Town will investigate the feasibility of implementing a Rural Community Improvement Plan Area and associated policies and financial programs to support the agricultural and tourism sectors located within the Rural System.

8.5 Planning for Specific Uses

8.5.1 Bed and Breakfasts and Other Short-Term Accommodations

a) Bed and breakfast uses may be permitted subject to the following criteria:

i) The number of guest rooms will be limited in the zoning by-law;

ii) The use is *compatible* with surrounding uses and will not have a negative impact on the enjoyment and privacy of neighbouring properties;

iii) Adequate parking facilities are available on the lot for the proposed use;

iv) The use will not cause traffic impacts; and,

v) The signage advertising the use is to be designed and located in accordance with the Town's Sign By-law, as amended from time to time;

b) The Town will conduct a study of other short-term accommodations in the Town, such as the temporary rental of homes via online listings, and to implement the findings of the study through a future amendment to this Plan, and/or via a zoning by-law amendment, licensing by-law or other implementation mechanism.

8.5.2 Home Occupations and Home Industries

a) Home occupation uses will:

i) Not have a negative impact on the enjoyment and privacy of neighbouring properties;

ii) Be located in a primary or *accessory* building;

iii) Preserve the character of the dwelling as a private residence;

iv) Provide adequate on-site parking facilities for the use, in addition to the parking required for the principal residential use on the property, and is provided in locations *compatible* with surrounding land uses;

v) Minimize signage advertising and locate in accordance with the Town's Sign By-law, as amended from time to time; and,

vi) Not include open storage.

b) Private home day cares will be permitted as a home occupation in accordance with the provisions of the Zoning By-law.

c) A private home day care will be permitted if there is sufficient parking for the private home day care for drop-off and pick-up of children, in a manner that is *compatible* with adjacent residences, as set out in the Zoning By-law.

d) Home industries will be conducted wholly within a building or structure and will be secondary to the primary use of the property.

e) Home industries will be permitted subject to the following:

i) Any *accessory* retail sales will only consist of products produced directly in conjunction with the home industry;

ii) No open storage is permitted;

iii) The home industry will be located and sited to be *compatible* with adjacent uses and not have a negative impact on the enjoyment and privacy of neighbouring properties.

8.5.3 Live-Work Units

a) Live-work units will generally take the form of townhouses or ground floor, street-related apartment units within a mixed use or multi-unit buildings.

b) Live-work units may be permitted in the following designations:

i) Villages and Hamlets

ii) Neighbourhood Areas

iii) Neighbourhood Centres

c) Permitted uses include, but are not limited to:

i) Residential dwelling;

ii) Convenience retail;

iii) Personal service shop;

iv) Specialty food store;

v) Small-scale day care centre;

vi) Office;

vii) Business service;

viii) Small-scale commercial school;

ix) Small-scale food service;

x) Art gallery:

xi) Artist studio;

xii) Convenience store;

xiii) Pharmacy;

xiv) Dry cleaning depot;

xv) Accessory apartments;

xvi) Small scale crafts or small-scale repair uses, excluding small engine repair, the repair of automotive, heavy appliances or other similar heavy equipment; and

xvii) Food or beverage sales that are *accessory* to the uses above.

d) Permitted uses should not have a negative impact on the enjoyment and privacy of neighbouring properties.

e) A high standard of design is to be achieved for live-work units, including:

i) *Age-friendly* and universal barrier-free design standards and no-step entrances where possible;

ii) Required detailed design guidelines in association with an application for live-work units; and,

iii) Units will be located on collector or arterial roads.

8.5.4 Drive-Throughs, Car Washes and Automobile Service Stations

a) Drive-throughs, Car Washes and Automobile Service Station uses will only be permitted where explicitly noted in this Plan, including as an *accessory use*.

b) Drive-through service facilities may be considered in Villages and Hamlets where it can be demonstrated that the intent of the Plan is met and subject to site plan control and Design Guidelines of the Town.

c) Drive-throughs, car washes and automobile service stations will be located in the interior or rear portions of lots.

d) Drive-throughs, car washes and automobile service stations will not locate adjacent to existing residential uses.

e) A drive-through may be permitted where it can be demonstrated through studies, to be determined during pre-consultation with the Town, that all the components of the drive-through 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.

f) A drive-through must demonstrate sufficient storage for queuing without impacting adjacent facilities or right of ways.

g) For the purpose of establishing setbacks from *sensitive land uses*, 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 uses*. Studies submitted by proponents will be peer reviewed by professional consultants selected by the Town.

h) The Town will develop Terms of Reference to guide the preparation of studies for determining setbacks from *sensitive land uses*, including the process for retaining peer review consultants by the Town with costs of the peer review to be borne by the proponent.

i) The safety and *accessibility* of pedestrians and cyclists regarding the location, orientation and design of drive-through uses will be assessed through Site Plan Control.

j) Landscaping will be required to screen the visual impact of drive-throughs from the streetscape and contribute positively to air quality.

k) A suitable setback will be provided from any drive-through or car wash and key natural heritage feature or key hydrologic feature, including a minimum 30 metre vegetation protection zone.

l) *Accessory* convenience retail and/or restaurant uses associated with an automobile service station will be encouraged to be located close to the sidewalk with direct pedestrian access to the pedestrian walkways.

9. HOUSING

The Town recognizes its role to create opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents. The Town will establish housing targets and will adapt to innovative designs and trends as they may contribute to the goals of this section and the Plan as a whole. This will take the form of *intensification*, *additional residential units*, *inclusionary zoning* and purpose-built affordable housing, and will involve collaborative efforts with neighbouring municipalities, the Region, the Province, and local stakeholders."

9.1 Objectives

The planning objectives for housing, in collaboration with the Region, are as follows:

a) achieve Peel-wide new housing unit targets to meet the diverse housing needs of the Town, including the needs of different income groups, people with additional needs and *accessibility* requirements and the needs of people through all stages of their lives;

b) maintain and develop purpose-built rental housing through a minimum target of 25 per cent of all new units to be rental in tenure.

c) achieve minimum density targets within Major Transit Station Areas to ensure that communities surrounding higher-order transit stations are efficient, walkable and transit-oriented;

d) encourage gentle density housing including *additional residential units* (ARU) in all residential areas;

e) improve the supply of non-market and *supportive housing* in the Town;

f) aim to increase the number of residential dwelling units that incorporate *universal design* features; and,

g) promote energy efficiency measures in existing and new residential development and alignment with the Town's Green Development Standard.

9.2 General Policies

9.2.1 The Town of Caledon will contribute to Provincial and Regional growth forecasts by planning to accommodate 90,000 new residential units.

9.2.2 To ensure that an adequate supply of housing is available at all times, the Town will maintain:

a) At least a 15-year supply of land designated and available for residential development, redevelopment, and residential *intensification*; and,

b) A minimum three-year supply of residential units with servicing capacity in draft approved or registered plans.

9.2.3 The Town will conduct an affordable housing study to consider *inclusionary zoning*, modular/temporary housing and rural housing, among other things. The findings of the study will inform future amendments to this Plan.

9.2.4 The Town will work in collaboration with the Region of Peel and other local municipalities to promote, implement, monitor, evaluate and update the Regional Housing Strategy including the implementation of new social housing, affordable rental, affordable ownership, and market housing targets as established in the Peel Housing and Homelessness Plan (PHHP), as appropriate and applicable to the Town.

9.2.5 The Town will allow for the creation of diverse housing types and tenures through local zoning by-laws where there is sufficient existing or planned *infrastructure* to ensure the efficient use of existing resources and public services.

9.2.6 To support the diversification of the housing stock, the Town will work with the Region to:

a) achieve a target of 50 per cent of all new residential units to be in a form other than single and semi-detached housing in *strategic growth areas* identified in Part B and Schedule A1 of this Plan;

b) encourage the development of *complete communities* that have a high proportion of mid to higher-density housing forms, including ground-oriented units such as *multiple-attached dwellings*, *multiplexes*, and units in buildings with less than five storeys in all other areas of the Town;

c) encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,

d) consider flexible, innovative housing types and tenures.

9.2.7 All proposed housing developments will be subject to review based on the *Green Development Standards* established in accordance with section 5.4 of this Plan.

9.3 Missing Middle Housing

9.3.1 The Town will allow a diverse range of housing in all residential and mixed-use areas to support the supply of relatively affordable *missing middle* housing options.

9.3.2 To support the evolution of *complete communities*, the Town will:

a) expand zoning permissions town-wide to support gentle density in areas that are *transit-supportive* to allow for innovative and diverse housing options;

b) restrict new low-rise single detached housing forms within and abutting major transit station areas.

9.4 Rental Housing Supply

9.4.1 To support the diversification of housing tenure, the Town will work with the Region to implement the target that a minimum of 25 per cent of all new housing developments be purpose built rental housing.

9.4.2 To ensure that the existing supply of rental housing in the Town is maintained or increased, the Town will:

a) maintain a record of purpose-built rental buildings of six or more units; and,

b) develop an implementation process and criteria to monitor the demolition or conversion of purpose-built rental properties of six or more units.

9.4.3 The conversion of rental housing to condominium or ownership tenure that would result in the loss of six or more rental housing units will not be permitted unless:

a) at least the same number, size, affordability and type of rental housing units are replaced and maintained with rents like those in effect at the time the development, redevelopment, or conversion application was made;

b) an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship; or,

c) the overall rental vacancy rate for the Town (or the Region of Peel if data is not available for the Town), as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys.

9.4.4 The Town will encourage the provision of rental housing in appropriate mixed-use developments in *strategic growth areas*, transitional areas, and employment land where conversion/redevelopment is supported.

9.4.5 The Town will encourage the provision of live-work opportunities including business or personal services, office uses and home occupations in new multi-unit residential developments, in accordance with the policies of this Plan.

9.5 Town Structure and Housing Distribution

9.5.1 Rural System

a) Residential growth in the Rural System will be directed to rural *settlement areas* in order to maintain contiguous agricultural operations.

b) Villages, Hamlets and other Rural System land uses will have a moderate increase in housing due to their limited capacity to absorb and support medium to high density development.

9.5.2 Urban System – Corridors and Centres

a) The greatest residential densities and building heights will be focused within the Urban and Neighbourhood Centres and along the Urban Corridors identified in the Town Structure. Housing options in these areas will include *multiplexes, multiple-attached dwellings*, apartments, and *retirement homes*.

b) The Town may pre-zone *strategic growth areas* to support *intensification* and expedite the supply of housing.

c) Access to multimodal transportation will be prioritized in the consideration of higher density developments.

d) New multi-unit residential development will include adequate amenity areas to support family friendly multi-unit living, *age-friendly* initiatives and create *complete communities*. The Zoning By-law and Urban Design Guidelines will address amenity areas for each residential typology.

9.6 Adaptive Reuse and Infill

9.6.1 To encourage residential *intensification* in areas with sufficient existing or planned *infrastructure* and *community services* while maintaining the ability to meet the need for employment lands, the Town will encourage a greater mix of uses by permitting

infill, adaptive reuse of existing properties, and the conversion of non-residential uses to housing.

9.6.2 Infill opportunities and co-development of affordable housing with *public service facilities* will be encouraged.

9.6.3 The Town will support the adaptive reuse and/or conversion of vacant or underutilized publicly or privately-owned buildings for residential use.

9.7 Additional Residential Units (ARUs)

9.7.1 The Town will permit up to a total of three residential units on a parcel which will include a primary dwelling and two *additional residential units*.

9.7.2 Where one *additional residential unit* is developed through an ancillary structure, a maximum of two residential units will be permitted in the primary building. Severances of ancillary structures will not be permitted.

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

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

b) the Town Wide Design Guidelines.

9.7.4 Intensification will not occur within natural hazards and in areas rendered inaccessible to people and vehicles during times of flooding and/or erosion hazards.

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

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

9.7.7 Urban Residential Properties

a) Large residential developments on sites two hectares or greater in size and developments within future major transit station areas that include single- and semi-detached dwellings are required to include a minimum of one a*dditional residential unit* within each dwelling unit.

b) Low density residential development applications within or abutting *strategic growth areas* will aim to provide at least 50 per cent of new single, semi-detached and townhouses with occupancy-ready *additional residential units* in order to contribute to rental housing stock.

9.7.8 Rural Properties

a) On properties within Provincial plan areas where residential uses are permitted, *additional residential units* will be subject to any applicable limitations identified in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or Niagara Escarpment Plan, as the case may be.

b) On rural properties where residential uses are permitted and not subject to any Provincial plan limitations with respect to *additional residential units*, *additional residential units* will be permitted where zoning allows and servicing is sufficient as identified in the Ontario Building Code.

9.8 Affordable and Attainable Housing

9.8.1 Affordable housing is defined as a residential unit of either rental or ownership tenure wherein the rent or sale price is no greater than 30 per cent of the gross annual household income for low- and moderate-income households. The Town will work toward achieving the Regional goal of 30 per cent of all new housing units meeting this threshold.

9.8.2 The Town will require a *housing assessment* in support of a development application proposing more than 50 dwelling units. The *housing assessment* will be prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:

a) contributions made to all housing targets identified by the Town and Region;

b) the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of affordable housing;

c) identification and conveyance strategy for affordable housing in consultation with the Region of Peel; and,

d) where the proposed development is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal *accessibility* targets.

9.8.3 The Town will work with the Region and Peel area municipalities to develop and implement alternative development standards for affordable and *supportive housing*, including reductions of parking requirements, permitting innovative construction methods such as prefabricated modular building, and allowing smaller units, such as tiny or micro homes, which meet health and safety standards.

9.8.4 A balanced geographical distribution of affordable housing, including non-profit or *supportive housing*, will be encouraged with an emphasis on placement near transit supportive locations.

9.8.5 Publicly Owned Surplus Land

a) The Town will maintain an inventory and consider selling or leasing surplus municipal properties that have been deemed appropriate for the development of affordable housing at or below market value.

9.8.6 Zoning and Secondary Planning

a) The Town will work with the Region to identify and pre-zone sites, including vacant or underutilized sites, for affordable housing.

b) The Town will work with the Region to prepare a *housing assessment* report to inform housing policies in new or revised secondary plans or block plans.

9.8.7 Innovative Methods

a) The Town will support strategies that reduce the cost of affordable housing, such as low-cost housing using innovative techniques like prefabricated and manufactured housing, and tiny houses as *additional residential units* or as cluster housing.

b) The Town will support developments that propose innovative home-ownership methods including shared equity housing, rent-to-own developments, land leases, community land trusts and co-operatives, among others.

9.9 Inclusionary Zoning

9.9.1 As provided in Chapter 25, Implementation Tools, the Town may establish *inclusionary zoning* policies, through an amendment to this Plan, to require affordable housing units as part of developments in major transit station areas or community planning permit areas. The policies would:

a) establish minimum unit thresholds for *inclusionary zoning* to apply and a percentage of the gross floor area, or an equivalent percentage of units, to be secured as affordable housing;

b) establish requirements for diverse unit sizes and styles to accommodate local needs with an emphasis on units with two or more bedrooms;

c) consider reduced requirements based on market conditions and planning objectives of each major transit station area, as well as other potential factors (e.g., public sector investments, land use or zoning changes) that may increase project viability;

d) ensure rental rates or sale prices of units secured through *inclusionary zoning* are meet the affordability thresholds identified in this plan and are consistent with measuring and monitoring undertaken for the Peel regional market area; and,

e) establish a phasing and implementation plan that incorporates *inclusionary zoning* based on market conditions.

9.10 Housing Options for a Diverse Population

9.10.1 Universal Design

a) The Town will collaborate with the Region of Peel, the building industry, *accessibility* experts, and older adult stakeholders to develop and implement guidelines for *universal design* to ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

b) The Town will require the inclusion of *universal design* features in all new multi-unit residential development, redevelopment, and *intensification* that will result in multiple units.

c) The Town may consider employing financial and non-financial incentives to encourage the inclusion of *universal design* elements in a higher percentage of new residential units.

9.10.2 Shared and Supportive Housing

a) The Town will permit the development of *shared housing* including residential care homes, *supportive housing*, including for individuals with additional needs

and retirement units in all communities across Caledon where residential uses are permitted or currently exist.

b) The Town will encourage *shared housing* in locations with convenient access to existing or planned infrastructure, amenities, and support services.

c) The Town will encourage *supportive housing* within the Town to be designed with the highest regard for *accessibility* and be *compatible* for all residents.

d) The Town will work with the Peel Housing Corporation and other community-based agencies in the provision of *shared housing* to support the Town's residents.

9.10.3 Single Room Occupancy Housing (Lodging Houses)

a) The Town will allow Single Room Occupancy (SROs) in all designations that allow residential uses. The Zoning By-law will allow for SROs as either standalone new buildings, integrated into new developments, or repurposed from existing buildings.

9.10.4 Non-Market Housing

a) Non-market housing, including emergency shelters, women's shelters, youth shelters, family shelters and transitional housing will be allowed in all land use designations that permit residential uses.

b) The Town will work with the Region of Peel to monitor new non-market or *supportive housing* stock on an annual basis and to measure these against the identified housing targets.

c) To increase the share of non-market housing in Caledon, the Town will consider the feasibility of offering a property tax reduction for property owners who donate or lease their property at below-market rates to community agencies to increase the supply of affordable housing.

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10. PUBLIC SERVICE FACILITIES

Public service facilities provide many fundamental functions for the community. They are places for people to interact, develop social ties and provide opportunities for recreation and exercise. These services and facilities provide an essential function for the community and have a bearing on our quality of life in the Town. *Public service facilities* can include facilities that provide programs and services for public health, social assistance and emergency response, as well as for developing social ties, recreation, and exercise. They include hospitals, long-term care facilities, libraries, and schools and more.

10.1 Objectives

The planning objectives for *public service facilities* are as follows:

a) coordinate planning and investment for *community services* and facilities and land use planning;

b) promote co-location of *community services* and facilities in community hubs to promote cost effectiveness;

c) adapt *community services* and facilities, such as community centres, as consolidated community hubs that provide a range of public services to residents in locations that are accessible and integrated with other related uses;

d) preserve and strengthen the range and quality of the social, health, *community services*, and local institutions located in the Town; and,

e) encourage multifunctional and shared use of public lands and buildings, where appropriate.

10.2 General Policies

10.2.1 The Town will collaborate and consult with various stakeholders to provide a range of community hubs and *community services* and facilities to serve the diverse needs of its residents.

10.2.2 Adequate and equitable access to *community services* and facilities will be encouraged by:

a) providing, preserving and adapting local *community services* and facilities and local institutions across the Town;

b) improving and expanding local *community services* and facilities and local institutions in established neighbourhoods that are under or poorly served, including *rural areas*; and,

c) ensuring that an appropriate range of *community services* and facilities and local institutions are provided in areas of major or incremental physical growth.

10.2.3 New *community services* and facilities will be directed to the new communities and built-up urban areas, where appropriate. The integration of *community services* and facilities with residential land uses will be encouraged, particularly to support older adults to age in place.

10.2.4 *Public service facilities* will be directed to *strategic growth areas* and encouraged to be co-located or incorporated into community hubs, where possible. Priority will also be given to maintaining and adapting existing *public service facilities* and spaces for community hubs.

10.2.5 Civic buildings should be designed as landmarks to establish character and a sense of place.

10.2.6 Improvements to, and the construction of *community services* and facilities will occur such that it keeps pace with development, especially in new communities, through:

a) improvements and expansions to existing parks, community centres, libraries, local institutions, and other *community services*;

b) the construction of new community facilities and local institutions;

c) adaptations to existing services to keep pace with changes in the social, health and recreational needs of the Town's neighbourhoods; and,

d) the development of partnerships to better utilize common indoor and outdoor amenity areas to supplement *community services* and facilities.

10.2.7 Public parks, public utilities and commissions and other public institutional or quasi-institutional uses, which provide services to the general community, may be permitted in the appropriate areas designated on Schedule B4, Land Use, provided that:

a) any such use is:

i) needed in the area;

ii) can be made *compatible* with its surroundings; and,

iii) adequate measures are taken to ensure this compatibility;

b) adequate off-street parking is provided;

c) no buildings or structures are erected in areas of the Natural Environment System unless in accordance with the policies of Chapter 13, Natural Environment System;

d) no buildings or structures are erected in areas subject to natural or human-made hazards except in accordance with the policies of Chapter 16, Natural and Human-made Hazards; and,

e) limited non-residential public uses in the Prime Agricultural Area may only be permitted in accordance with the Prime Agricultural Area policies of Chapter 17, Agricultural Area and Rural Lands.

10.2.8 The Town will implement the policies of Chapter 14, Parks and Open Space, of this Plan and the Parks Plan, and monitor community needs for additional open space, *community services* and facilities.

10.2.9 Notwithstanding the foregoing, the development of electric power facilities may occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power. As such, electric power facilities are permitted in all land use designations without a Plan amendment provided that the planning of all such facilities is carried out having regard to the other policies of this Plan. Furthermore, Ontario Hydro will consult with the municipality on the location of any new electric power facilities. The policies of section 12.6, Utilities, also apply.

10.2.10 On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or the Protected Countryside designation of the Greenbelt Plan, new or expanded public uses must conform with any applicable Provincial plan policies.

10.3 School Sites

10.3.1 Schools should be co-located with parks and *community services* and facilities where possible and appropriate.

10.3.2 Through the secondary planning process, in consultation with the school boards, the Town will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.

10.3.3 The Town will work with school boards, developers and the Province to ensure that the educational needs of the growing population will be met. That all new lands designated institutional will be correspondingly zoned such that residential uses will also be permitted if a school or other institutional use is not developed or needed on all or a portion of the site.

10.3.4 Each school site will be of an area, configuration, orientation and location to the satisfaction of the respective school board.

10.3.5 The following alternative uses will be permitted where all or part of an elementary or secondary school site has been deemed surplus by the applicable school board:

a) other public institutional uses, parks or other open space uses that would continue to fulfill the role of the site as a focus of community activity and neighbourhood interaction particularly in areas where there is a parkland deficiency;

b) private institutional uses such as places of worship, private educational facilities, day care centres, and long-term care facilities and *retirement homes*; and,

c) residential uses provided the density of the proposed uses is generally consistent with surrounding residential uses.

10.3.6 The Town will work with school boards and other agencies to establish a variety of alternative educational opportunities that will meet the various needs of the Town's population and labour force, including life-long learning and adult skills development.

11. TRANSPORTATION

The Town of Caledon has developed transportation policies to ensure high quality mobility options are available to users of all ages, abilities and income levels. Caledon's transportation system is vital to the Town's economy and connects people to jobs, education, healthcare facilities, essential services, entertainment and recreation, and with loved ones. Businesses and residents rely on our transportation system to move goods and services safely and efficiently.

The Town envisions a *multimodal transportation system* that is safe, equitable, convenient, economical, efficient, minimizes environmental impacts, and manages future demand and congestion and is well-integrated with the land use and development within the Town and across the Region.

The Town recognizes that over half of Caledon's greenhouse gas emissions are attributed to transportation. This includes commuters, commercial vehicles, and trucks. A *sustainable* and low-carbon transportation system is crucial for realizing the Town's objective of *net-zero* emissions by 2050 and supporting the Federal Government's commitment of 100 per cent zero-emission vehicle sales by 2035. To reach sustainability targets and *net-zero* emissions, the Town intends to reduce single-occupant vehicle dependency by supporting and promoting *sustainable* modes through:

- efficient local and inter-regional transit connections;
- the introduction, implementation and periodic update of an Active Transportation Master Plan;
- people-first complete streets design principles;
- parking strategies that balance modal choice objectives with operational needs
- support for carpooling and carsharing initiatives; and,
- support for the use of zero-emission vehicles through the implementation of more electrical vehicle charging infrastructure.

High volumes of truck and commuter traffic passing through the Town places an additional burden on Caledon roads and financial resources, and impacts residential neighbourhoods. Growth in inter-regional traffic should be serviced by improvements to the Provincial road network including the planned Highway 413 Transportation Corridor, and the Highway 10 corridor. The Peel Regional road network should

facilitate and address the goods movement needs in southern Caledon as growth occurs.

The Town also recognizes the dominant role that trucks play in the movement of goods and supporting the local and regional economy. The Town will continue to work with the Region, the Province and neighbouring municipalities to plan and implement a *strategic goods movement network* that minimizes impacts on Caledon's roads, residential neighbourhoods and financial resources.

11.1 Objectives

The planning objectives for transportation are as follows:

a) develop a transportation system that supports multimodal connections between the Town, the Region of Peel and the rest of the Greater Toronto and Hamilton Area;

b) develop a low-carbon and environmentally *sustainable* transportation system that supports the climate change objectives and policies of this Plan and allows for safe, convenient, economical, equitable, and efficient movement of people of all ages and abilities, goods and services;

c) reduce automobile dependency, and encourage and support *sustainable* mobility options such as public transit, *active transportation*, and car-sharing/carpooling;

d) optimize and expand the use of the Town's existing transportation *infrastructure* and services to achieve financial and environmental sustainability while managing congestion;

e) ensure that development supports the efficient provision of public transit and *active transportation* to promote healthy lifestyles;

f) develop a Caledon transit network and work cooperatively with appropriate jurisdictions and agencies to improve transit connections in the Town, especially with inter-regional and higher order transit, and encourage *transit-supportive* development, where appropriate;

g) work with the Region to develop a *strategic goods movement network* to ensure efficient movement of goods and services within and through the Town;

h) develop a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas;

i) ensure the design and location of new and expanded transportation *infrastructure* minimizes, to the greatest extent possible, impacts to environmental features and areas and *cultural heritage resources*;

j) develop and implement traffic calming measures to accommodate all types of movement and ensure the road network is safe for all users;

k) work with all levels of government, stakeholders and agencies to manage existing and future congestion through the development and implementation of *transportation demand management* strategies; and,

l) establish a connected and continuous grid system for the street network to support convenient and efficient travel by all modes of transportation.

11.2 General Policies

11.2.1 The Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan, to inform decision making and the planning and scheduling of transportation system improvements as well as necessary amendments to this Plan.

11.2.2 The Town will adopt complete streets design principles to prioritize travel of all modes and ensure safety of all ages and abilities within the existing and new built form.

11.2.3 To support the climate change objectives and policies of this Plan, the Town will implement a transportation system that supports targets for zero-emission vehicles by 2035 and *net-zero* greenhouse gas emissions by 2050 through:

a) the prioritization of transit and *active transportation* facilities; and,

b) the implementation of a Peel Zero Emissions Vehicle Strategy, including expansion of public electric vehicle charging *infrastructure* and *infrastructure* to support cleaner fuels for heavy trucks.

11.2.4 The Town will prioritize transit and *active transportation* in all transportation system updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and *active transportation* use.

11.2.5 The Town will plan and develop a well-connected *active transportation* network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the transportation systems of neighbouring municipalities.

11.2.6 The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit *infrastructure* in accordance with the policies of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.

11.2.7 The Town will collaborate and coordinate with the Province, the Region of Peel, Metrolinx and neighbouring municipalities to:

a) maintain, connect and improve roads and services under their jurisdiction, as appropriate; and,

b) ensure that the Caledon's transportation system is well-integrated with the surrounding region and protects planned transportation corridors and facilities.

11.2.8 The Town will coordinate road improvements, as appropriate, with the Region and the Province, and will encourage these authorities to maintain and improve roads within the Town, as appropriate.

11.2.9 The Town will work with the Region, Province and other stakeholders to ensure that development in *planned corridors* does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

11.2.10 The Town will, in cooperation with various jurisdictions as appropriate, undertake or participate in transportation studies, as needed, to determine and refine transportation requirements and to designate and protect corridors/areas required for future transportation infrastructure. Amendments to the transportation policies and schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system.

11.2.11 The Town will require that, prior to detailed design of new or expanding transportation projects, appropriate environmental studies will be required through consultation with relevant agencies. The results of these studies may necessitate amendments to the transportation policies or schedules of this Plan.

11.2.12 The Town will support the development of Multimodal and Active Transportation Master Plans and update these plans as the Town deems appropriate and adopt its *infrastructure* and policy recommendations.

11.2.13 The Town will recognize and plan for initiatives and technologies such as Vision Zero, micro-mobility (such as e-bikes and e-scooters), ride-sharing, telecommuting, smart cities, *intelligent transportation systems* (ITS) and Connected and Autonomous Vehicles (CV/AVs).

11.2.14 The Town will ensure that parking facilities are *compatible* with adjacent land uses, appropriately located, and support this Plan's policies to encourage the use of *sustainable* and non-automobile transportation modes.

11.2.15 As the new urban areas are developed, the Town will establish a grid system of roads to enable effective transit use and the efficient movement of traffic and emergency vehicles.

11.2.16 The Town will work with the Province, Region and stakeholders to minimize traffic congestion, air pollution and noise pollution from vehicles by encouraging and facilitating the increased use of *sustainable* transportation modes.

11.2.17 The Town will work with the Region to include storm drainage from Regional roads (ultimate width) in the development of Master Environmental Servicing Plans and the Stormwater Master Plan.

11.3 Road Network

11.3.1 The Town's road network consists of Town roads, Regional roads and Provincial freeways and highways. The primary road network is set out on Schedule C1, Town-wide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths. The conceptual collector road network for the New Urban Area is set out on Schedule F1, Urban System. Other roads are shown on the land use schedules of this Plan and its secondary plans. Unless otherwise detailed on Schedule C1, Schedule F1, or a land use schedule, all roads will be deemed to be local roadways.

11.3.2 The Town will work with appropriate jurisdictions to ensure that the Town's road network is geared to respond to changing development patterns and shifting travel demands and modes. The role and function of each element of the road system will be well-defined within an effective road classification system to support the provision of an efficient, safe and accessible road network with adequate capacity for both passengers and goods movement.

11.3.3 The Town will plan and support a road network that is in accordance with Schedule C1, Town-wide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths. It will:

a) provide for both inter- and intra-Town traffic movements;

b) balances demand and capacity;

c) protect natural features and areas; and,

d) conserve *cultural heritage resources* and human environments.

11.3.4 The Town will co-ordinate and prioritize Town road improvements with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions.

11.3.5 The Town will work with the Province and other neighbouring municipalities to undertake appropriate measures to implement the Highway 413 Transportation Corridor as shown on Schedule C1.

11.3.6 The Town will work with the Region to limit access points to accommodate proposed developments fronting on Regional Roads.

11.3.7 The road classifications shown on Schedule C1, Town-wide Transportation Network, are as described in Table 11-1, below:

Table 11-1: Road Network Classifications

Type (Jurisdiction)	Function	Allowance	Design
Provincial Freeways (Province)	- accommodate high speed, high volume, longer distance traffic - accommodate rapid transit services and high occupancy vehicles	- as determined by the Province	- high-speed design with uninterrupted flow - access restricted to Provincially designated grade separated interchanges - direct local access not permitted - adjacent development subject to Provincial approval and setbacks
Provincial Highways (Province)	- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds	- as determined by the Province	- high degree of access control and turning movement control
Regional Arterials (Region)	- accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds - distribute traffic to or from all other classes of roads	- 30 to 50 metre road allowance width - 2 to 6 lane capacity	- high degree of access control and turning movement control - designed to accommodate street furniture and the highest degree of separation for cycling facilities, where appropriate - pedestrian facilities on both sides of the road where feasible - on-street parking discouraged

Type (Jurisdiction)	Function	Allowance	Design
Town Arterials (Town)	- accommodate moderate volumes of medium distance traffic at moderate speeds - support the Regional road system	- 30 to 36 metre road allowance - 2 to 4 lane capacity	- designed to accommodate the highest degree of separation for cycling facilities, where appropriate - direct property access limited - pedestrian facilities on both sides of the road where feasible - on-street parking discouraged
Collector Roads (Town)	- accommodate low to moderate volumes of short distance traffic at moderate speeds between local and arterial roads	- 20 to 30 metre road allowance with 2 to 4 lane capacity	- designed to accommodate some degree of separation for cycling facilities, where appropriate - provide individual property access with some limitations - pedestrian facilities on both sides of the road where feasible - on-street parking may be permitted
Local Roads (Town)	- accommodate local traffic to provide connections to collector roadways at low speeds	- 16 to 20 metre road allowance with 2 lane capacity	- provide direct property access - on-street parking may be permitted - shared cycling facilities and sidewalks on both sides of the road where feasible

11.3.8 The Town will conduct a study to assess the merits and feasibility of new collector roads through secondary planning to facilitate development, connect future communities and employment lands, and accommodate continuity of transit service and *active transportation* routes, while protecting the natural environmental features. Based on the findings of the study, the Town may initiate an Environmental Assessment and property protection for the corridor(s).

11.3.9 The Town will work to plan and design Caledon's roads with regard to the role of each specific road within the context of the overall network and adjacent land use designations.

11.3.10 The Town will encourage innovative cross-section designs that incorporate complete street design principles, *low impact development* techniques (LIDs) to improve *stormwater* management, and the potential to accommodate energy *infrastructure* (e.g., geothermal pipes or district energy).

11.3.11 The Town will seek to achieve the necessary right-of-way widths and provide appropriate number of lanes within the range set in this Plan. Necessary right-of-way

widths will be acquired through Secondary Plan process and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, or other appropriate means. These right-of-way widths are not intended to specify that such roads will necessarily be widened, or intersections be improved.

11.3.12 Any road that has less than the minimum public right-of-way width requirements identified on Schedule C2 will be considered for widening pursuant to the relevant sections of the *Planning Act*, dealing with road widenings as a condition of development approvals.

11.3.13 Intersection road allowances may be required in excess of the designated road allowances to provide for daylight triangles, lane channelization, or traffic control devices.

11.3.14 Land dedication for daylight triangles on roads under the Town's jurisdiction will be based on Table 11-2, below:

Table 11-2: Town Daylight Triangle Land Dedication Requirements

Intersection	Land Dedication
Local Road to Local Road	5 metres by 5 metres
Local Road to Collector Road	7.5 metres by 7.5 metres
Collector Road to Collector Road	10 metres by 10 metres
Local Road to Arterial Road	15 metres by 15 metres
Collector Road to Collector Road	15 metres by 15 metres
Arterial Road to Arterial Road	15 metres by 15 metres
Any Town Road intersecting Regional Road	15 metres by 15 metres

11.3.15 The conveyance of daylight triangles having lesser dimensions than specified in Table 11-2 will only be accepted where the reduce standard is proven to be acceptable to the Town, subject to the criteria in this Plan.

11.3.16 The required public right-of-way widths identified on Schedule C2, and the daylight triangles identified in Table 11-2, may be reduced on a site-specific basis by the Town to address one or more of the following site-specific circumstances:

a) a public need arising from the design and alignment of a planned public works project;

b) accommodation of the existing or planned streetscape elements;

c) accommodation of the existing built form and buildings;

d) the presence of the Natural Environment System features and areas or other sensitive environmental features;

e) the presence of a *cultural heritage resource*; and/or

f) the presence or potential risk of environmental contamination.

11.3.17 Reductions to public right-of-way widths will be considered only provided the Town's objectives to achieve complete streets standards, including all mobility and transit needs, have been addressed.

11.3.18 Road widenings in excess of road allowance requirements may be required along roads to provide lands for environmental considerations, facilitate culverts, cut and fill requirements, bridges, overpasses and for auxiliary turn lanes to provide better access and improve traffic operations.

11.3.19 When lands for a road widening are obtained by dedication through the development process, they will be secured in equal amounts from both sides of the roadway. In cases where there are constraints, such as environmental features or cemeteries, or other policy objectives to be considered, such as heritage *conservation*, off-set or single-sided road allowance widenings may be considered.

11.3.20 Where existing developments, road alignments, or topography make it impractical to obtain desired road widenings, road improvements may be designed within the existing right-of-way.

11.3.21 The Town, in consultation with the Region and other agencies, will investigate opportunities for a multimodal level of service methodology as part of future transportation planning initiatives.

11.3.22 To maintain and protect the traffic capacity of all arterial and collector roadways, the number and location of intersections will be controlled by the Town by:

a) determining driveway access and on-site circulation through the development review process;

b) encouraging, where appropriate, reverse frontage for residential lots on arterial roads;

c) encouraging common access for commercial and industrial development;

d) controlling future land uses that would have adverse effects on congested roads and intersections; and,

e) requiring the submission of Traffic Impact Studies for development proposals that the Town considers significant traffic generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.

11.3.23 In the design of new communities, municipal walkways will not be considered an alternative means of establishing necessary road connections. Municipal walkways may be considered to provide for additional connections for active forms of mobility.

11.3.24 The Town will enter into agreements with the Region of Peel with respect to private *infrastructure* in the Regional right-of-way.

11.4 Active Transportation

Active transportation offers a low-cost, zero or low carbon, healthy and efficient alternative to trips made by automobile, especially for trips covering short distances. Increased reliance on *active transportation*, by itself or in combination with other *sustainable* modes, would not only help reduce the capacity strain on the transportation system but will have immense individual, societal, environmental, and economic benefits. An increased share of trips made by *active transportation* would contribute towards the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits, and increase peoples' connection to their communities.

11.4.1 The Town will promote *active transportation*, in collaboration with relevant jurisdictions and agencies, in accordance with the following provisions:

a) Develop an *active transportation* system that prioritizes comfortable and accessible pedestrian and cycling facilities that meet the needs of a diverse range of users, including children, youth, seniors, and people of all abilities.

b) Identify opportunities to establish, enhance and promote a comprehensive and accessible Town-wide trail network both off-road and on-road and incorporate into natural features, open spaces and parkland. Neighbourhood trail networks should strive to create recreational loops wherever possible.

c) Support walking and cycling as viable mobility options for commuting, recreation, and other travel.

d) Require *active transportation* as part of a multimodal and inter-connected transportation system, and support walking and cycling as priorities when designing the transportation system.

e) Continuously improve the pedestrian realm and cycling facilities through the design and implementation of complete streets.

f) Further develop and maintain a continuous on-road and off-road pedestrian, cycling, and trail system, that connects missing links and maximizes connections to significant destinations, including all Town urban and rural *settlement areas*, Intensification Areas, employment clusters, schools and institutions, parks and open spaces, transit stops, adjacent municipalities, and other key places.

g) Implement appropriate *active transportation* facilities that meet or exceed industry safety standards on all existing, new, and reconstructed roads, intersections, and bridges, during the review of development applications and as part of all road, intersection, and bridge construction and reconstruction projects, while also considering the impact to the character of the community and surrounding land uses and design.

h) Ensure that the design of area-specific plans and new subdivisions provides comfortable, convenient, and direct *active transportation* access to significant destinations within and surrounding the site, and strong in-site circulation.

i) Establish Site Plan control requirements to ensure pedestrian and cycling connectivity to the boundary network.

j) Where appropriate, ensure all new subdivision and development proposals provide for context-appropriate trail links.

k) Require minimum provisions for on-site short- and long-term parking and storage for bicycles and other end-of-trip facilities in the Zoning By-law for uses such as, but not limited to, employment and commercial, schools, community facilities, high and medium-density residential development, and transit stations.

l) Streetscapes that are safe, convenient, accessible, and attractive for pedestrians and cyclists will be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, separated cycling facilities illumination, locating retail and service commercial uses at street level to provide an active street front, encouraging building designs that provide shelter, and providing convenient and sheltered transit stops and bike parking, street furniture, shade trees, and other amenities.

11.4.2 The Town will work with the Province, Metrolinx, and the Region to integrate comprehensive and continuous *active transportation* and development networks into transportation and development planning to:

a) provide safe, attractive and accessible travel for pedestrians and bicyclists within existing communities and new development;

b) provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations; and,

c) support the achievement of *complete communities* to ensure the safety and needs of all users are appropriately accommodated.

11.4.3 Safe, accessible and direct, and context-appropriate crossings will be provided where trails and other *active transportation infrastructure* intersect with streets, roads, and other public rights-of-way.

11.4.4 In the vicinity of school sites, provision for sidewalks on both sides of the street for all existing, new, and reconstructed roads during the review of development applications and as part of road construction and reconstruction projects for safe and accessible connection for all students and users.

11.4.5 Assess and improve wayfinding signage to support and promote *active transportation*.

11.4.6 Support year-round maintenance of cycling facilities, specifically multi-use trails and paths along routes that connect cyclists and pedestrians to key destinations such as school sites.

11.4.7 Prepare an Active Transportation Master Plan that will identify a pedestrian, cyclist, and trail network of both off-road and on-road facilities as well as other network and policy improvements and undertake a periodic review of the Town's Active Transportation Master Plan.

11.4.8 Develop the Orangeville-Brampton Railway Line (OBRY) as a future *active transportation* corridor to serve the future travel demand and active lifestyles in the Town.

11.4.9 Work with the Region of Peel, school boards, and the private sector to promote the use of *active transportation* by students to support the Peel Safe and Active Routes to School program.

11.4.10 Work with the Province, Region of Peel, and all relevant agencies to improve bicycle and pedestrian connectivity at and around existing and planned highway interchanges, designated truck routes, waterways, railways, major Regional intersections, and grade separations, where feasible.

11.4.11 Work with all levels of government, non-governmental community groups, and the private sector on initiatives and educational programs that promote the use of *active transportation* to increase its mode share within the Town and across the Region.

11.4.12 The Town may prioritize the establishment of a continuous trail system along the Oak Ridges Moraine, in accordance with applicable policies of the Oak Ridges Moraine Conservation Plan.

11.5 Public Transit

11.5.1 Public Transit will play a key role in the Town's future transportation system as growth occurs in and around Caledon. The policies in this section are intended to support the enhanced use and *accessibility* of public transit. The Town will continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other agencies to provide multimodal connections to inter-regional and higher order transit services and expand services within Caledon. A conceptual Town-wide transit network to 2051 is shown on Figure C3.

11.5.2 The Town will develop a public transit network, and incorporate the transit function in the planning and development process by:

a) prioritizing the extension of existing transit services in coordination with relevant jurisdictions, where economically viable

b) including future public transit facilities in the formulation of secondary plans;

c) including future public transit facilities in the approval process for subdivision plans, site plans and other development proposals;

d) including future public transit facilities and *active transportation* connections to transit facilities in the formulation of secondary plans;

e) locating transit supportive land uses, such as medium or high density residential, commercial or institutional developments on or within close proximity of existing and planned transit stations and stops;

f) requiring major trip generators to provide adequate facilities for passenger pick-up and drop off for transit and ride-hailing services recognizing the space needs for scheduled GO and municipal transit, Peel "Trans Help" and other on-demand providers. Major trip generators may include, but are not limited to, large commercial or mixed-use developments, hospitals and health facilities;

g) encouraging the use of park 'n' ride automobile facilities and ride sharing centres, to access inter-regional and local transit services connecting the Town with urban centres; and,

h) providing continuous sidewalks along both sides of roads leading to anticipated transit stops and stations that are accessible to all users, including persons with disabilities.

11.5.3 The Town will work collaboratively with the Region of Peel, Metrolinx, Province, neighbouring municipalities and other appropriate jurisdictions to:

a) implement the Greater Golden Horseshoe Transportation Plan and Metrolinx Regional Transportation Plan and contribute to future updates of both plans;

b) support and encourage transit agencies operating within the Town to implement a zero-emission vehicular fleet;

c) explore opportunities to extend Transit routes from neighbouring municipalities into the Town, especially as southern Caledon develops;

d) expedite provision of GO Rail service to Caledon;

e) protect the location for the future GO Rail station that has been identified by Metrolinx and the Province;

f) enhance the existing GO Bus services passing through Caledon;

g) protect the location for the future major transit station area in Mayfield West;

h) protect for the Highway 413 Transportation Corridor as shown on Schedule C1 and related transit opportunities;

i) explore opportunities for a future extension of the Hurontario Transit Corridor north of Mayfield Road into the Mayfield West community;

j) explore opportunities for multimodal connections between Urban Areas and inter-regional and higher order transit facilities;

k) coordinate the integration of services, facilities, schedules, and fares, as growth occurs and the Town expands its own transit service;

l) make all public transit, rapid transit and transit facilities universally accessible by developing implementation strategies to improve coordination and delivery of specialized transit to accommodate the travel needs of persons with disabilities;

m) promote transit stations and terminals in urban nodes and corridors, as identified in this Plan; and,

n) provide safe and efficient first and last mile connections to transit stations and stops.

11.5.4 The Town will work with the City of Brampton for the future extension of Brampton Transit services to serve the residents and businesses in Caledon such as Bolton and the Mayfield West Community and industrial areas.

11.5.5 The Town will work with the Region of Peel and the Province to plan for and accommodate higher-order transit service and high occupancy vehicle (HOV) network on the future extension of Highway 427 to cater to the peak commuter travel between Bolton and the GTHA activity centres, the planned Highway 413 Transportation Corridor, and ensure multimodal connections with the Town's Urban Areas.

11.5.6 The Town will continue to work with the Region of Peel, community-based agencies and for hire companies for the provision of transportation services such as Peel "Trans Help" door to door *accessibility* service and other related programs/services which provide collaborative, integrated and equitable transportation for people with disabilities.

11.6 Trucking and Goods Movement

Goods movement is an important aspect of the overall transportation system. Safe and efficient movement of goods and services within and through the Town is essential for sustained economic growth and in attracting and retaining a wide range of industries and businesses. The movement of trucks in the Town is regulated by means of a By-law, which restricts heavy truck movement to certain parts of the arterial road network and also regulates vehicle weights relative to the carrying capacity of roads and bridges.

11.6.1 The Town will work with other levels of government to develop, maintain and implement a comprehensive, integrated, effective and *strategic goods movement network* that encourages the safe and efficient movement of goods by road, rail or air, away from vulnerable road users, and define a truck route network for the Town.

11.6.2 The Town will complete a Trucking Strategy to inform a coordinated approach to planning for goods movement in strategic locations.

11.6.3 To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:

a) will encourage the primary through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate;

b) will permit truck use of and collector roadways only as connectors to service Regional arterial routes, pending structural suitability;

c) will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing;

d) may restrict heavy truck usage on part or all thereof of any municipal right-of-way through passage of a "No Heavy Truck" by-law;

e) may impose seasonal load restrictions on arterial and collector roadways for reasons of structural inadequacy;

f) will limit primary route closures due to seasonal load restrictions and make every effort to re-route truck traffic onto acceptable routes for the term of the restriction;

g) will prohibit through-truck movement on collector and local roads within and adjacent to residential neighbourhoods;

h) will encourage activities generating substantial truck traffic to locate near arterials and Provincial highways; and,

i) will work with the Region and Province to improve connections between arterials, freeways and inter-modal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas.

11.6.4 The Highway 413 Transportation Corridor, as shown on Schedule C1, is recognized as a key trucking and goods movement route supporting planned employment lands within southern Caledon and providing connectivity to the Provincial highway system. The Town will encourage the Province to undertake highway improvements in a timely fashion, particularly the implementation of the Highway 413 Transportation Corridor.

11.6.5 The Town will work with other levels of government and industry stakeholders to develop and support a comprehensive, integrated and effective multimodal goods movement system by periodically reviewing the *strategic goods movement network* and other related studies including the Goods Movement Strategic Plan for Peel, in accordance with the GGH Transportation Plan. In so doing, for the safe and efficient movement of goods, the Town will:

a) Review and update the existing and future transportation network to ensure the safe and efficient movement of goods throughout Caledon. As a part of this effort, continue working with the Province and Region to identify and update priority goods movement routes in Caledon;

b) Acknowledge the importance of and promote inter-modal facilities, airports, rail corridors and terminals with linkages to these facilities as key components of an efficient goods movement system;

c) Encourage the development of air and pipeline transport in support of the efficient movement of goods; and,

d) Consider roadway design, intersection spacing, and existing and proposed land use planning contexts within *strategic growth areas*.

11.6.6 The Town will support the Region of Peel and other jurisdictions in an effort to acquire a necessary goods movement database for strategic planning, analysis and formulation of goods movement plans and programs.

11.6.7 The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.

11.6.8 The Town will work with the Province and Region to maximize the transportation network to accommodate Long Combination Vehicles, where feasible, to promote goods movement efficiencies and direct connections from *Employment Areas* to Provincial facilities for Long Combination Vehicles, while avoiding sensitive areas, where feasible.

11.6.9 The Town will work with the Region and other jurisdictions to encourage railway companies to play a more significant role in the movement of goods to and from the Town.

11.6.10 The Town will work with the Province, Region of Peel, relevant agencies, and transportation service providers to plan, design and implement a transportation

system which can safely accommodate the movement of agricultural vehicles and equipment, where appropriate.

11.6.11 The Town will work with the Region of Peel, the Province and manufacturing, warehousing, and distribution industries to evaluate truck parking needs associated with their developments and implement strategies that ensure truck and trailer parking and driver amenities are appropriately planned for and provided in the vicinity of clusters of such uses.

11.6.12 The Town may require truck parking studies for relevant secondary plans, block plans or major development proposals, as appropriate.

11.7 Parking Management

11.7.1 The Town recognizes the need for careful planning by balancing the location, quantity and cost of parking in conjunction with the approval of development in order to facilitate an efficient and *sustainable* transportation system. Appropriate policies have also been incorporated to support carpool lots at strategic locations to integrate with inter-regional and higher order transit and highway interchanges.

11.7.2 The Town will ensure adequate off-street parking facilities are provided to meet the parking demand generated by various lands uses. Furthermore:

a) The Town will specify standards for off-street parking requirements for each land use type within the implementing Zoning By-law;

b) The Town may acquire, develop and operate public parking facilities.

c) Generally, the Town will restrict on-street parking on arterial roads to reduce the traffic hazard and improve traffic operations.

d) Accessible parking spaces will be required for new developments through the site plan approval process.

e) The Town will work with the Region, neighbouring municipalities, Metrolinx, the Province and other appropriate jurisdictions to devise a long-term carpool lot strategy and promote the establishment of carpool lots at strategic locations to integrate with inter-regional and higher order transit services and major highway interchanges.

11.7.3 The Town may allocate portions of curbside and public parking at various times and locations according to the context, for uses such as parking spaces for bicycles,

commercial cargo e-bikes, electric vehicle charging stations, car share programs, patios, or for small events.

11.7.4 The Town will encourage consideration for *infrastructure* including electric vehicle parking and charging that supports the use of alternative fueled vehicles, where feasible, in the design of parking areas.

11.7.5 The Town should regularly review off-street parking requirements contained within the Zoning By-law to recognize and anticipate reductions in parking demand as a result of shifting travel behaviour, enhanced transit and *active transportation* facilities, and new alternative modes of transportation.

11.7.6 Development of shared parking spaces between schools and municipal parks should be encouraged for efficient land uses, reduce environmental impacts, establish potential student drop off points and mitigate the effects of climate change.

11.8 Transportation Demand Management

11.8.1 The policies for *transportation demand management* are focused on augmenting the capacity of the existing transportation system and improving efficiency as an alternative to building new transportation *infrastructure* to meet demand, particularly given right-of-way and funding constraints.

11.8.2 The Town will encourage efficient, safe traffic flows through strategic design improvements, such as regulation of turning movements, one-way streets, implementation of traffic control devices, parking restrictions, intersection geometric improvements, as required by the site conditions and traffic flows and in accordance with the Town's Traffic By-law.

11.8.3 The Town will continue to work to support a future carpooling program and encourage employers/employees in Caledon to choose *sustainable* modes of transportation for their daily commutes.

11.8.4 The Town will support/work as appropriate with the Region, Metrolinx and other stakeholders to develop their own Individualized Marketing Pilot to promote and create awareness for *sustainable* travel modes, including public transportation, carpooling/ car-sharing and *active transportation*.

11.8.5 In urban areas, the Town will implement complete streets design principles to create street configurations, densities and urban form that prioritize *active transportation* and support early integration and sustained viability of transit services.

11.9 Railways

11.9.1 Railways operate under the jurisdiction of the Government of Canada to provide freight and passenger rail service. The Town recognizes the importance of rail *infrastructure* for its role in supporting long-term economic growth and regional connectivity.

11.9.2 The Town recognizes the importance of railways within the transportation system and in this respect, the Town will:

a) facilitate, where feasible, the provision of freight service to industrial areas;

b) minimize, where feasible and desirable, the disruption of traffic flow on arterial roadways by rail services;

c) in coordination with the Region of Peel, study the needs for road-rail grade separations throughout the Town and seek financial assistance from senior levels of government for road/rail grade separations, where appropriate;

d) work in conjunction with other levels of government and the rail companies in the planning and development of new rail facilities and the relocation/reconstruction of existing facilities, where improvements in freight movement and/or safety measures are primary concerns;

e) protect and pursue the use of existing railway corridors for future commuter passenger service and other alternative uses, such as rail trails; and,

f) protect residential areas from noise, glare and air pollution, subject to jurisdictional limitations, in accordance with established standards.

11.9.3 While development and redevelopment in areas adjacent to the railway may support rail transport and future passenger rail service, the nature of rail operations must be considered, particularly for *sensitive land uses*.

11.9.4 Development on lands within 300 m of the railway right-of-way will include rail noise mitigation measures as recommended by a noise impact study prepared to the satisfaction of the Town.

11.9.5 Development on lands within 75 m of the railway right-of-way will include rail vibration mitigation measures as recommended by a vibration study prepared to the satisfaction of the Town.

11.9.6 Development on lands abutting a railway right-of-way will include measures to mitigate related safety, security, and trespass issues to the satisfaction of the Town and the owner of the railway.

11.9.7 The minimum building setback from a railway right-of-way will be 30 metres unless otherwise determined in consultation with the owner of the railway.

11.9.8 Uses within a required setback from a railway right-of-way may include public and private roads, parking, parks and open space, outdoor amenity space and accessory storage buildings.

11.10 Airports

11.10.1 The Toronto Pearson International Airport is an important element in the Region of Peel's transportation system and has a positive economic benefit for the Town. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a major generator of direct and indirect economic benefits for the Region of Peel and the Greater Toronto and Hamilton Area.

11.10.2 The Brampton-Caledon Airport is a vital component of the Town's *infrastructure* and plays an important role in its development and economic growth. The Town will study jointly with the Region and in consultation with the City of Brampton the potential role of the Brampton-Caledon Airport and develop policies to protect this role.

11.10.3 In accordance with Provincial policies and requirements, in areas near the Brampton-Caledon Airport above 30 NEF/NEP, the Town will prohibit new residential development and other *sensitive land uses* and permit the redevelopment of existing residential and other *sensitive land uses* only if it has been demonstrated that there will be no *negative impacts* on the long-term function of the airport. Figure C2 to this Plan indicates the Brampton-Caledon Airport noise exposure forecast contours.

11.10.4 The Town will work with the Greater Toronto Airports Authority and the Region to identify ways to protect the long-term operational role of the Brampton-Caledon Airport by:

a) ensuring that development and redevelopment adjacent to the airports is *compatible* with airport operations and the needs of residents;

b) encouraging a range of uses that support the aeronautical and aerospace sector; and,

c) discouraging land uses that may cause a potential aviation safety hazard.

11.11 Design, Construction and Reconstruction of Roads

11.11.1 The construction of new arterial, collector and local roads within the Town will conform to the Development Standards Manual for the Town. The reconstruction of existing Town roadways will conform to acceptable standards agreed to between the Province and the Town.

11.11.2 The construction and reconstruction of new streets will apply complete streets design principles to support the integration of transit, pedestrian and bicycle users, and enhanced streetscaping.

11.11.3 Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate development charges.

11.11.4 New and expanded transportation facilities should be designed and located to ensure the least possible change occurs to the environment and the natural and cultural landscape. All new and reconstructed road *infrastructure* will be designed and located to minimize the impact on the environment and be consistent with the objectives of this Plan. Examples of such site and design guidelines include the following:

a) Grading and tree removal should be minimized where possible, especially for mature healthy trees, through realignment and utilization of devices such as curbs and gutters, retaining walls and tree wells.

b) Finished slopes should be graded to a 2:1 minimum slope and planted; large cuts should be terraced to minimize surface erosion and slope failure.

c) Site rehabilitation should use native species of vegetation and blend into the surrounding landscape.

d) Vegetation screens should be used where feasible.

11.11.5 Notwithstanding the Mobility policies of this Plan, within the Niagara Escarpment Plan Area, only essential road *infrastructure* will be permitted on lands designated either Escarpment Natural Area or Mineral Resource Extraction Area, and the installation of all new or reconstructed road *infrastructure* will be consistent with the objectives, policies and development criteria of the Niagara Escarpment Plan.

11.11.6 Prior to development of new or expanded road *infrastructure* within the Niagara Escarpment Plan Area, approval is required from the Niagara Escarpment Commission.

11.11.7 Alternative transportation planning and design standards may be considered in Villages, Hamlets and historic communities to conserve *cultural heritage resources* and to protect and enhance the natural environment.

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12. INFRASTRUCTURE

Infrastructure protects our air, natural heritage, and water resource system, to ensure we develop safe and healthy communities. The Town's municipal *infrastructure* supports our economy and the quality of life of our residents. Municipal *infrastructure* delivers all the services that make the Town run - it is the roads we drive on, the bridges we pass over, the recreational facilities we swim in, and the *stormwater* ponds that protect our communities from flooding, to name only a few.

It is the intent this Plan to promote the Town's *infrastructure* networks that exemplify the principles of sustainability, balancing environmental, social, cultural, financial, and economic considerations. *Infrastructure* should be planned to consider the full lifecycle costs; this long-term thinking will lead to more *sustainable* decision-making which is also more affordable in the long run. Together with the Region, the Town will manage our municipal *infrastructure* so that it creates opportunities, while being effective, affordable, and *sustainable* over the long term.

This section applies across the Town, and addresses different *infrastructure* needs, opportunities, and issues.

12.1 Objectives

The planning objectives for *infrastructure* are as follows:

a) ensure health and safety in the design of all infrastructure

b) protect, enhance and restore the natural environment and natural resources in the design of all infrastructure;

c) ensure the coordinated and cost-effective delivery of *infrastructure* improvements;

d) budget for the short- and long-term *sustainable* operation and maintenance of infrastructure;

e) ensure *infrastructure* is constructed, maintained and upgraded as necessary to be *sustainable* and capable of mitigating impacts of climate change;

f) ensure municipal *infrastructure* is constructed, maintained and upgraded as necessary to prepare for the impacts of a changing climate, while ensuring that it considers and mitigates greenhouse gas emissions; and,

g) prioritize the protection, avoidance, and restoration of the key natural heritage and water resource system features and ensure that any proposed works are supported by the appropriate environmental studies.

12.2 General Policies

12.2.1 Municipal *infrastructure* will be planned, budgeted, and developed to conform with Town Plans, the natural heritage and water resource policies, and all of the policies of this Plan. The civic *infrastructure* policies of this Plan will be implemented based on long-term, coordinated *infrastructure* studies and plans prepared by the Town and the Region of Peel.

12.2.2 The Town will assess *infrastructure* risks and vulnerabilities including those caused by climate change and identify actions to mitigate these challenges, as part of asset management planning and through individual projects.

12.2.3 All municipal *infrastructure* will be designed in accordance with the Town's design specifications, criteria, and applicable by-laws.

12.2.4 Below grade *infrastructure* within street rights-of-way will be designed to reduce conflict and minimize impact on above grade landscaping.

12.2.5 *Infrastructure* planning and design will have regard for source water protections plans and all applicable policies will be followed.

12.3 Drinking Water and Wastewater Servicing

12.3.1 A comprehensive water and sewer servicing study may be required in any individual settlement, prior to the release of lands for development, to ensure adequate and appropriate water and sewer services are available.

12.3.2 Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

12.3.3 The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.

12.3.4 Sewer and water systems will be planned and commissioned in a manner that:

a) can be sustained by the water resources upon which such services rely;

b) prepares for the impacts of a changing climate;

c) is feasible, and financially viable over the lifecycle; and,

d) protects human health and safety and the natural environment.

12.3.5 Development requiring additional or new water supply and/or sanitary sewer services will not proceed prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.

12.3.6 Partial services will only be permitted in the following circumstances:

a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;

b) where permitted in accordance with the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Niagara Escarpment Plan and Lake Simcoe Protection Plan, provided that it has been demonstrated that the restrictions in those plans are met; or,

c) within existing partially serviced Rural *settlement areas*, to allow for infilling and minor rounding out of existing development on partial services provided that the servicing would represent a logical and financially viable connection and site conditions are suitable for the long-term provision of such services with no *negative impacts*.

In accordance with subsection a) above, the extension of partial services outside *settlement areas* is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.

12.3.7 Employment Areas

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

b) An overall servicing plan will be required, approved by the Town and the Region, to address drainage and servicing issues and including impacts both up and down stream. Final design details will be determined prior to site plan approval under Section 41 of the *Planning Act*, in accordance with a detailed drainage and

engineering service report to the satisfaction of the Town, the Region and/or the Toronto Region and Conservation Authority. An agreement will be in place to the satisfaction of the Town, the Region and Conservation Authorities to provide for any off-site works to service the development.

12.3.8 Rural Areas

a) The Town will require the proponent of a proposed development in the Rural System, in the absence of municipal sewage services and/or municipal water services, to provide a comprehensive assessment of alternative methods of providing sewage and water services, where appropriate. The preferred servicing option will ensure that:

   i) ground water *quality and quantity* will be protected;

   ii) natural heritage features and areas, ground water and surface water features and areas, and hydrologic functions and the linkages among them will be protected or improved;

   iii) the servicing method will be the most suitable option for the characteristics of the site, the natural environment and existing and planned land uses;

   iv) the servicing will be financially feasible and *sustainable* for the Region; and,

   v) where the Region has conducted an assessment of private communal sewage services and private communal water services and has determined that this option is not an acceptable servicing option, private communal sewage services and private communal water services will not be considered as a servicing option.

b) Within rural *settlement areas*, where municipal sewage and water services or private communal sewage and water services are not available, planned, feasible or acceptable, individual on-site sewage and water services may be permitted for infilling or minor rounding out of existing development provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

c) The Town will require the following from a proponent of a development, where it has been determined that a proposed development is to be on private communal sewage services and/or private communal water services:

i) establish, to the satisfaction of the Region, a governance structure to be responsible for the ongoing operation, maintenance, repair and replacement of the services; and

ii) enter into a Municipal Responsibility Agreement with Peel Region which is to be registered on title and is to include provisions requiring that:

- planning, design, and construction of the services meet the Region's standards and provide a comparable level of service to the Region's systems;
- an asset management plan be established in accordance with the Region's requirements;
- operation and maintenance of the services meet the Region's standards;
- the Region's right of access be granted to inspect the services;
- easements be provided, where required;
- operational and financial reports be submitted to the Region;
- in the event of default, services be transferred to the Region at no cost to the municipality; and
- financial security be provided to the Region's satisfaction.

12.3.9 Estate Residential

a) Every lot in an estate residential plan of subdivision must be serviced with a private sewage disposal system for the treatment of domestic wastes. Each system must conform to the standards of and be approved by the Province, or its designated agents.

b) An applicant for an estate residential plan of subdivision will be required to undertake any studies deemed necessary by the Town and relevant agencies, 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 will be required to carry out any redesign of remedial works deemed necessary by the Town and relevant agencies to minimize the probability of contamination.

c) The Town will only permit new development dependent on septic systems regulated under the *Building Code Act* in *wellhead protection areas* and *issue contributing areas*, where septic systems would be a significant drinking water threat, in accordance with the South Georgian Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

d) The Town encourages the Region to prepare a Master Servicing Strategy for the Palgrave Estate Residential Community which should include, but not necessarily be limited to, a consideration of sewage treatment strategies and the hydrogeological impacts of expanding the Palgrave communal water supply system.

12.4 Infrastructure in Provincial Plan Areas

12.4.1 Greenbelt Plan Area

a) In the Greenbelt Plan Area, all existing, expanded or new infrastructure, that is subject to and approved under the *Federal Impact Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act*, the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, will be permitted within the Protected Countryside provided it meets one of the following two objectives:

   i) it supports agriculture, recreation and tourism, Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or

   ii) it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate *infrastructure* connections among urban centres and between these centres and Ontario's borders.

b) In the Greenbelt Plan Area, the location and construction of *infrastructure* and expansions, extensions, operations and maintenance of *infrastructure* in the Protected Countryside will be subject to the following requirements:

   i) planning, design and construction practices will minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such infrastructure;

ii) planning, design and construction practices will minimize, wherever possible, the *negative impacts* on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;

iii) where practicable, existing capacity and coordination with different *infrastructure* services will be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the Greater Golden Horseshoe established by the Greenbelt Plan and the Growth Plan are supported and reinforced;

iv) new or expanding *infrastructure* will avoid key natural heritage features, *key hydrologic features*, key hydrologic areas and prime agriculture area unless need has been demonstrated and it has been established that there is no reasonable alternative;

v) where *infrastructure* crosses the Natural Heritage System or intrudes into or results in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, including related landform features, planning, design and construction practices will minimize *negative impacts* on and disturbance of the features or their related functions, and where reasonable, maintain or improve connectivity;

vi) where *infrastructure* crosses the *prime agricultural area*, an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment will be undertaken; and,

c) In the Greenbelt Plan Area, elements of *infrastructure* that serve the agricultural sector, including agricultural irrigation systems, are permitted to locate within key natural heritage features or *key hydrologic features* and their associated vegetation protection zones in accordance with section 4.2.1.3 of the Greenbelt Plan and section 13.4.1 of this Plan. In such instances, these elements may be established within the feature itself or its associated vegetation protection zones, but all reasonable efforts will be made to keep such *infrastructure* out of key natural heritage features or *key hydrologic features* and their associated vegetation protection zones.

d) In the Greenbelt Plan Area, all existing, expanded or new infrastructure that is subject to and approved under the *Environmental Assessment Act*, or which receives a similar approval will only be permitted if it supports the needs of

adjacent settlement areas or projected growth and economic development, and the goals and objectives of the Greenbelt Plan.

12.4.2 Lake Simcoe Protection Plan Area

a) Within the Lake Simcoe Protection Plan Area, new on-site sewage systems or subsurface sewage works are prohibited within 100 metres of any permanent stream, except in the following circumstances:

i) a proposal for an on-site sewage system or subsurface sewage works that would serve an agricultural use, an agricultural-related use or a public open space;

ii) a proposal for an on-site sewage system or subsurface sewage works that would replace or expand the capacity of an existing on-site sewage system or subsurface sewage works that will serve a use that would have been permitted by the applicable zoning by-law; or,

iii) a proposal for an on-site sewage system or subsurface sewage works that relates to a development proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law.

b) The establishment of a new municipal sewage treatment plant in the Lake Simcoe Protection Plan Area is prohibited, unless:

i) the new plan is intended to replace an existing municipal sewage treatment plant; or,

ii) new sewage treatment plant will provide sewage services to:

- a development that is on partial services, or,

- a development where one or more subsurface sewage works or on-site sewage system are failing.

c) Development that is dependent on new private sewage treatment plants in the Lake Simcoe Protection Plan Area is prohibited unless the applicant applying to establish the plant can demonstrate that:

i) the plant will result in a net reduction of phosphorous loadings to the watershed from the baseline conditions for the property that would be serviced by the new plant; or,

ii) the undertaking that the plant will serve will not add phosphorous loadings to the Lake Simcoe Protection Plan Area.

d) The expansion of an existing or the establishment of a new sewage treatment plant within the Lake Simcoe Protection Plan Area will require an environmental assessment to be completed or approved prior to any approvals being granted for the proposal under the Planning Act or the Condominium Act, for a proposed *settlement area* expansion or a development proposal outside of a *settlement area* that requires an increase in the existing rated capacity of a sewage treatment plant or the establishment of a new sewage treatment plant.

12.5 Stormwater Management

12.5.1 The Town will develop a comprehensive Stormwater Master Plan that will provide a road map and framework for management of existing municipal *stormwater* infrastructure. The Plan will ensure compliance and alignment with applicable regulations and Acts, and at minimum will:

a) be informed by watershed planning;

b) protect the *quality and quantity* of water by assessing existing *stormwater* facilities and systems;

c) enhance and protect the natural heritage and water resource system;

d) characterize existing environmental and *infrastructure* condition;

e) examine the *cumulative environmental impacts* of *stormwater* from existing development, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;

f) assess *infrastructure* vulnerability and accordingly plan for climate change adaptation;

g) incorporate appropriate *low impact development* and *green infrastructure*;

h) Identify the need for *stormwater* management retrofit opportunities that could improve the level of *stormwater* management for areas where *stormwater* is uncontrolled or inadequately controlled;

i) ensure that *stormwater* management, operation and replacement is sustainably funded to ensure *stormwater infrastructure* is maintained in a state of good repair and to adapt to changing demands and new service requirements;

j) include an operation and maintenance plan; and,

k) include an implementation and monitoring plan.

12.5.2 All public and private development *stormwater* servicing regulatory compliance will abide by all applicable legislation, and will be designed to:

a) prevent the loss of life, personal injury, and property damage;

b) fulfill water quality objectives, in compliance with provincial and federal requirements;

c) manage erosion and sedimentation within natural watercourses;

d) protect people and property by providing flood control;

e) manage urban runoff using a treatment train approach to *stormwater* management with emphasis on source and conveyance controls;

f) manage overland flow routes;

g) maintain or enhance the flow regime in receiving watercourses;

h) minimize erosion and maintain pre-development water balance;

i) protect and enhance features and functions of the Natural Heritage System and Water Resource System;

j) minimize *stormwater* volumes and contaminant loads, and maintain or increase the extent and function of vegetative and pervious surfaces;

k) provide amenity spaces that are integrated into the design of neighbourhoods, development sites, parks, and open spaces;

l) promote innovation and climate change resiliency by encouraging green infrastructure, *stormwater* attenuation, re-use, water *conservation* and efficiency, and low-impact development;

m) build community resilience through consideration of future climates within *stormwater* design; and,

n) manage *stormwater* as a resource.

12.5.3 The Town will employ a treatment train approach to *stormwater* management to meet overall site water balance, water quality, water quantity and erosion. The treatment train approach uses source, conveyance and end-of-pipe controls to manage *stormwater* where it falls, along its path and prior to entering the natural environment. A hierarchical method is applied where each step is exhausted before proceeding to the next, as follows:

a) retention (infiltration, reuse, or evapotranspiration);

b) filtration; and,

c) conventional *stormwater* management.

12.5.4 Unless demonstrated to the satisfaction of the Town, the Region, and the Conservation Authority, and subject to any applicable Provincial Plan requirement, *stormwater* management facilities and/or practices will not be permitted, solely or partially, within the following areas:

a) hazardous lands, including flood prone areas, and areas inside the Conservation Authority's regulated areas;

b) natural environment system; and,

c) *key natural heritage features*, *key hydrologic features* and their vegetation protection zones, including intermittent streams, *headwater* drainage features providing important, valued or contributing function, wetlands, and Kettle lakes.

12.5.5 *Stormwater* management facilities will be integrated into the design of adjacent land use to enhance the visual landscape, be incorporated in the urban structure, be naturalized when next to parks, open space or the Natural Environment System, and support urban design objectives where possible.

12.5.6 The Town will work with the Region of Peel to include storm drainage from Regional roads (ultimate width) in the development of Master Environmental Servicing Plans and the Stormwater Master Plan, where appropriate.

12.5.7 The design of new *stormwater* management facilities will reduce the risk of contaminating drinking water, and where possible direct discharge of *stormwater* outside of *wellhead protection areas*, where the activity would be a significant drinking water threat.

12.5.8 All *stormwater* management practices will be designed to adhere to all of the relevant policies of the source water protection plan within the relevant *wellhead protection areas*.

12.5.9 The Town will not support the use of temporary or phased *stormwater* servicing systems without updated master serving studies and will discourage development from interim *stormwater* strategies that may precludes implementation of the ultimate plan in any way.

12.5.10 Appropriate access will be provided to the Town where it is responsible for inspecting, operating and maintaining *stormwater* management practices, facilities and infrastructure.

12.5.11 Infill, Intensification and Redevelopment

a) Any development, redevelopment or land use change that would result in *intensification* within flood vulnerable areas will not be permitted until such time as it has been demonstrated through an appropriate comprehensive study that the flood risk has been reduced through flood remediation, flood proofing, flood warning and emergency response measures, to the satisfaction of the Town and the Conservation Authority.

b) The Town will complete master environmental and servicing studies for the existing Hamlets, Villages and Urban Areas that are to undergo infill, *intensification* and redevelopment to inform future *stormwater* strategies in advance of development approvals.

12.5.12 Greenfield Areas

a) The *stormwater* management framework and policies contained in secondary plans, and the studies that informed the secondary plans, will be implemented and adhered to.

b) The Town will require that *stormwater* management be supported by appropriate studies throughout the *infrastructure* or development planning process. Specifically, *stormwater* planning will be supported by necessary studies, assessments and documentation including, but not limited, to:

i) *subwatershed* studies that will guide *stormwater* management strategies and conceptual locations;

ii) *environmental impact studies* to further refine and demonstrate environmental and financial feasibility; and,

iii) *stormwater* management reports to support detailed design.

c) The Town will incorporate measures into subdivision and site plan agreements to ensure that the development and *site alteration*:

i) minimizes the removal of vegetation, grading and soil compaction;

ii) prohibits removal of vegetation more than 30 days before prior to grading or construction;

iii) puts in place structures to control, convey, and treat runoff;

iv) manages sediment that is eroded off-site during construction;

v) require the seeding of exposed soils once construction is complete and seasonal conditions permit; and

vi) ensure erosion and sediment controls are implemented effectively.

12.5.13 Greenbelt Plan Area

a) The Town of Caledon will require a *stormwater* management plan for applications for development and *site alteration* in the Protected Countryside of the Greenbelt Plan. These *stormwater* management plans will meet the objectives of the Greenbelt Plan and demonstrates that:

i) planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

ii) an integrated treatment approach will be used to minimize *stormwater* flows and mimic natural hydrology through lot level controls, *low impact development* and other conveyance techniques;

iii) applicable recommendations, standards or targets within *subwatershed* plans or equivalent and water budgets are complied with; and

iv) applicable objectives, targets, and any other requirements within a *stormwater* master plan will be met in accordance with the Growth Plan.

v) planning, design and construction of *stormwater* management *infrastructure* be carried out in accordance with the *stormwater* management policies of this Plan.

b) In the Greenbelt Plan Area, *stormwater* management systems will be prohibited in *key natural heritage features*, *key hydrologic features* and their vegetation protection zones, in accordance with the Greenbelt Plan, except as permitted by section 4.2.3.3 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario.

c) In the Greenbelt Plan Area, the planning, design and construction of *stormwater* management *infrastructure* will be carried out in accordance with the *stormwater* management policies of this Plan and applicable Provincial legislation.

12.5.14 Oak Ridges Moraine Conservation Plan Area

a) The Town prohibits the use new rapid infiltration basins and rapid infiltration columns within the Oak Ridges Moraine Conservation Plan Area.

b) In consultation with the Region and applicable Conservation Authorities, the Town will develop a Stormwater Management Master Plan in accordance with the requirements of the Oak Ridges Moraine Conservation Plan for the Caledon East s*ettlement area*, and to require *stormwater* management plans for all *major development* in the Oak Ridges Moraine Conservation Plan Area.

12.5.15 Lake Simcoe Protection Plan Area

a) Town will require applications for *major development* within the Lake Simcoe Protection Plan boundary to be accompanied by a *stormwater* management plan that demonstrates:

i) consistency with *stormwater* management master plans;

ii) consistency with *subwatershed* studies;

iii) use of an integrated treatment train approach to minimize *stormwater* management flows and reliance on end-of-pipe controls;

iv) through an evaluation of anticipated changes in the water balance between predevelopment and post-development, how such changes will be minimized; and

v) through an evaluation of anticipated changes in phosphorus loadings between predevelopment and post-development, how the loadings will be minimized or prevent increases, where possible.

12.6 Utilities

12.6.1 Utilities and telecommunication *infrastructure* will be located underground, where feasible and grouped into a single utility trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights-of-way, where feasible. Interim above ground installations may be considered for roads on temporary alignments or constructed to an interim rural cross-section.

12.6.2 Utility networks that can adapt to emerging technologies, such as smart power grids, smart metering, and advanced telecommunications to support the provision of leading-edge telecommunications services including broadband technology in *employment areas*, to attract knowledge-based industries and the growth of existing businesses, will be encouraged.

12.6.3 Utility services will be permitted in all land use designations subject to detailed engineering designs to be approved by the Town. Services proposed within the Natural Environment System designations are subject to *infrastructure* policies in Chapter 13, Natural Environment System, and should be minimized. Wherever possible, services within Natural Environment System should be confined to road crossings of the watercourses. On single loaded roads paralleling Natural Environment System corridors, services should be confined to the edge of the right-of-way farthest from the designated corridor, wherever possible.

12.6.4 Lands required to be used for large above ground utility structures will be shown as a block(s) or easements on a draft plan of subdivision and the location will 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 on a block plan, where one is required.

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

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

12.6.7 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.

12.7 Broadband

12.7.1 The Town recognizes the importance of having access to fast, reliable internet service as a fundamental aspect of attracting business in *employment areas*, supporting a significant number of agri-businesses, small rural and home-based businesses, and fostering an entrepreneurial spirit.

12.7.2 Broadband *infrastructure* will be supported within the Town to encourage future employment opportunities including home-based businesses, self-employment, the attraction of new businesses (particularly those within the creative and knowledge economies) and ensuring the commercial viability of existing businesses, particularly within the Town's urban areas, villages and hamlets. The Town supports the provision of reliable, high quality and affordable telecommunications throughout the Town for its residents and businesses.

12.7.3 The Town of Caledon will:

a) explore funding opportunities and leverage investment from other levels of government and/or partnerships with the private sector to increase access to broadband service;

b) work with telecommunications companies to provide broadband *infrastructure* as part of development;

c) work with the proponents of new development to explore how it can accommodate the implementation of leading-edge communication technologies, including those required to deliver broadband services, in order to attract and maintain investment, facilitate research and development and knowledge-based initiatives, and support health services;

d) work with the proponents of development and telecommunications and utility providers to ensure that adequate utility services and telecommunication networks are or will be established to serve the anticipated development and will determine appropriate locations for large utility equipment or utility cluster site;

e) work with the proponents of development and utility providers so that utility services and telecommunication networks can be phased in as required; and,

f) work with the proponents of development and utility providers so that utility services and telecommunication networks can be constructed, maintained, operated and installed in a manner that is cost effective, efficient and minimizes disruption.

12.7.4 Construction of telecommunications *infrastructure* will be encouraged to locate in the road right-of-way, where feasible.

12.7.5 Conduit for broadband will generally be provided as part of development proposals, with priority given to the provision of broadband conduit on collector and arterial roads, as determined by the Town.

12.8 Waste Management

The Region of Peel is responsible for the management of waste generated by residents, eligible small businesses, and municipal and institutional facilities and is committed to implementing its long-term waste management strategy to appropriately plan for and accommodate the present and future needs of citizens and businesses.

12.8.1 The Town of Caledon will promote reduction, reuse, and recycling programs (3Rs) and strive for a cost-effective waste management system to minimize environmental impacts.

12.8.2 The Town will support the Region of Peel to meet its solid waste diversion target of 75 per cent by 2034.

12.8.3 Within the Waste Management Areas shown on Schedule B4, Land Use, permitted uses will be limited to waste management sites, which include landfill sites, transfer stations and waste processing plants.

12.8.4 Transfer stations will only be permitted on lands designated as Dry Industrial Area or Waste Management Area.

12.8.5 As directed by the Region, the Town will plan for the future and develop, review and amend this Plan and zoning by-law, other by-laws and prescribed instruments related to waste reduction and resource recovery where necessary to permit waste management sites and facilities, including processing and storage in appropriate locations so that the policies do not present unreasonable barriers to the development of waste management sites and facilities and to protect such waste management sites and facilities from incompatible uses.

12.8.6 The establishment of new landfill sites will require an amendment to this Plan and approval of the Province.

12.8.7 The location and operation of transfer stations will require the approval of the Province.

12.8.8 The Town will develop policies for development including land use compatibility within or on lands near active and closed waste management facilities including, but not limited to, landfills. This includes policies for development including land use compatibility within or on lands near active and closed waste management facilities including, but not limited to, landfills.

12.8.9 In the Greenbelt Plan Area, new waste disposal sites and facilities, and organic soil conditioning sites are prohibited in key natural heritage features, *key hydrologic features* and their associated vegetation protection zones.

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13. NATURAL ENVIRONMENT SYSTEM

The Town's Natural Environment System is made up of a *natural heritage system* and a water resource system.

The *natural heritage system* is made up of natural features and areas such as *wetlands*, *woodlands* and *wildlife habitat* areas and supporting features and areas such as *linkages* and enhancement areas. The purpose of the *natural heritage system* is to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems.

The water resource system is a system consisting of ground water features and areas, surface water features, natural heritage features and areas, and hydrologic functions, which are necessary for the ecological and hydrological integrity of the watershed.

These systems are ecologically linked, rely on and support each other, and have many overlapping components and together these systems collectively form the Town's Natural Environment System. The establishment of a Natural Environment System made up of both a *natural heritage system* and a water resource system is a requirement of both Provincial and Regional policy.

13.1 Objectives

The planning objectives for the Natural Environment System are as follows:

a) maintain, restore, or where possible, improve the diversity and connectivity of natural features and areas in the Town, and the long-term *ecological function* and biodiversity of the Natural Environment System recognizing *linkages* between and among natural features and areas and supporting features and areas;

b) recognize the important role the Natural Environment System plays in mitigating the impacts of climate change by protecting and enhancing natural features and areas, *ecological functions*, and connections within the system;

c) establish a resilient, interconnected Natural Environment System that preserves and enhances natural features and areas, *ecological functions* and native biodiversity, contributes to healthy watersheds, recognizes the important role the agricultural and rural landscape plays in the system, and maintains the unique natural landscape and geography of the Town for future generations;

d) recognize the role and value of *compatible* and complementary agricultural and rural uses in and adjacent to the Natural Environment System and recognize that flexible approaches to existing uses in the Natural Environment System are required to recognize historic land use permissions in these areas;

e) use the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;

f) maintain *linkages* and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features;

g) encourage the acquisition of land within the Natural Environment System by public authorities or non-profit land trusts for *conservation* purposes;

h) provide the tools to properly assess the impacts of development applications located within and in close proximity to the Natural Environment System;

i) ensure that development mitigates identified impacts on the Natural Environment System and is appropriately setback and buffered from components of the Natural Environment System; and,

j) provide opportunities, where appropriate, for passive outdoor recreational activities in the Natural Environment System provided the features and *ecological functions* are not adversely impacted.

13.2 Components of the Natural Environment System

13.2.1 The Town's Natural Environment System is made up of the following components:

a) Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Natural Features and Areas (NFA) by this Plan;

b) Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Supporting Features and Areas (SFA) by this Plan;

c) the Greenbelt Plan Natural Heritage System;

d) the Greenbelt Plan Urban River Valleys;

e) the Natural Heritage System for the Growth Plan;

f) the Natural Core Area and Natural Linkage Area designations within the Oak Ridges Moraine Conservation Plan;

g) The water resource system which includes permanent and intermittent streams, *wetlands*, seepage areas and springs, kettle lakes, *highly vulnerable aquifers* and *significant groundwater recharge areas* and Areas of High and Low Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan area.

13.3 Natural Features and Areas

13.3.1 The Natural Features and Areas designation in this Plan corresponds to the Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan. The Natural Features and Areas designation is shown on Schedule D1, Natural Environment System, with individual components shown on Schedule D2, Natural and Supporting Features and Areas. The Natural Features and Areas designation includes the following:

a) *significant wetlands*;

b) *woodlands* meeting one or more of the criteria for Core Area *woodland* on Table 1 of the Region of Peel Official Plan;

c) Environmentally Sensitive or *Significant* Areas;

d) Provincial *Life Science Areas of Natural and Scientific Interest*;

e) the Escarpment Natural Area designation of the Niagara Escarpment Plan; and,

f) valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan.

13.3.2 Only those Natural Features and Areas that have been identified are currently mapped and designated Natural Features and Areas. The identification, mapping and the determination of significance of additional Natural Features and Areas can only be determined after they have been evaluated through a *Planning Act* process, with the evaluation supported by the Town or the relevant approval authority.

13.3.3 Development and site alteration within the Natural Features and Areas designation is not permitted except for:

a) forest, fish and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;

c) essential *infrastructure* exempted, pre-approved or authorized under an environmental assessment process;

d) *passive recreation*;

e) minor development and minor site alteration;

f) existing uses, buildings or structures;

g) expansions or alterations to existing buildings or structures;

h) accessory, uses, buildings, or structures; and,

i) a new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning bylaw on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy shall be deemed to be an existing building or structure for the purposes of sub-sections g) and h) above.

13.3.4 The uses permitted above are also subject to the policies of the Provincial plans as noted below. If the Provincial plan policies are more restrictive than the policies of this Plan, the more restrictive polices apply.

a) The policies from the Greenbelt Plan and the Growth Plan are in section 13.5.

b) The policies from the Niagara Escarpment Plan are in section 13.6.

c) The policies from the Oak Ridges Moraine Conservation Plan are in section 13.7.

13.3.5 In addition to the above, no development or site alteration will be permitted within the Natural Features and Areas designation unless it has been demonstrated that there will be no *negative impacts* on the natural feature or their ecological function, and that:

a) there is no reasonable alternative location outside of the Natural Feature and Areas designation and the use, development or site alteration is directed away from the Natural Feature and Areas designation to the greatest extent possible;

b) if avoidance is not possible, the impact to the feature is minimized;

c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and,

d) where ecosystem compensation is determined to be appropriate and feasible, including for essential *infrastructure*, it may be considered in accordance with Town ecosystem compensation guidelines.

13.3.6 Section 13.3.5 does not apply to *significant wetlands* and certain key features and key hydrological features subject to a Provincial plan (as per Section 13.3.4) where development and site alteration is not permitted.

13.3.7 A proposal for new development or site alteration adjacent to a feature in the Natural Features and Areas designation outside of the Greenbelt and Growth Plan natural heritage systems and outside of the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas will require an *environmental impact study* and/or hydrologic evaluation to determine that there will be no *negative impacts* on the feature, *ecological function* and/or hydrologic function in accordance with the adjacent lands distances outlined in Table 13-1 and prepared to the satisfaction of the Town.

Table 13-1: Adjacent Lands Distances

Natural Feature and Area	Adjacent Lands
Provincially *Significant Wetland*	120 metres
Significant Woodland (from the dripline)	120 metres
Significant Valleyland	50 metres
Significant Wildlife habitat	50 metres
Habitat of *Endangered Species* and *Threatened species*	50 metres
Life Science Areas of Natural and Scientific Interest	50 metres

13.4 Supporting Features and Areas

13.4.1 The Supporting Features and Areas overlay designation in this Plan corresponds to the Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan. The Supporting Features and Areas designation is shown on Schedule D1, Natural Environment System, with individual components shown on Schedule D2, Natural and Supporting Features and Areas. The Supporting Features and Areas overlay designation includes the following:

a) evaluated non-provincially *significant wetlands*;

b) un-evaluated *wetlands*;

c) *woodlands* meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan;

d) cultural *woodlands* and cultural savannas within the Urban System meeting one or more of the criteria for a Potential Natural Area and Corridor *woodland* in Table 1 of the Region of Peel Official Plan;

e) any other *woodland* greater than 0.5 hectares that does not meet the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan;

f) *significant wildlife habitat* meeting one or more of the criteria in the Ministry of Northern Development, Mines, Natural Resources and Forestry *significant wildlife habitat* technical guide;

g) *fish habitat*;

h) habitat of aquatic species at risk;

i) *habitat of endangered and threatened species*;

j) regionally *significant Life Science Areas of Natural and Scientific Interest*;

k) Provincially *significant* Earth Science *Areas of Natural and Scientific Interest*;

l) the Escarpment Protection Area designation of the Niagara Escarpment Plan;

m) Any other valley and stream corridor that have not been defined as meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan;

n) sensitive head water areas and sensitive ground water discharge areas;

o) regionally *significant* Earth Science *Areas of Natural and Scientific Interest*;

p) sensitive groundwater recharge areas;

q) enhancement areas;

r) *linkages*; and,

s) *vegetation protection zones* identified in Provincial plans and *buffers* outside of Provincial plan areas.

13.4.2 Permitted uses in the Supporting Features and Areas overlay designation are those permitted in the underlying land use designation. Notwithstanding the above, no development or site alteration will be permitted within the Supporting Features and Areas designation unless it has been demonstrated that there will be no *negative impacts* on the feature or their *ecological functions*, and that:

a) there is no reasonable alternative location outside of the Natural Feature and Areas designation and the use, development or site alteration is directed away from the Natural Feature and Areas designation to the greatest extent possible;

b) if avoidance is not possible, the impact to the feature is minimized;

c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and,

d) where ecosystem compensation is determined to be appropriate and feasible, including for essential *infrastructure*, it may be considered in accordance with Town ecosystem compensation guidelines.

13.4.3 A proposal for new development or site alteration adjacent to a feature in the Supporting Features and Areas designation outside of the Greenbelt and Growth Plan natural heritage systems and outside of the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas will require an *environmental impact study* and/or hydrologic evaluation to determine that there will be no *negative impacts* on the feature, *ecological function* and/or hydrologic function in accordance with the adjacent lands distances outlined in Table 13-2 and prepared to the satisfaction of the Town.

Table 13-2: Adjacent Lands Distances

Natural Feature and Area	Adjacent Lands
Earth Science Area of Natural and Scientific Interest	50 metres
Wetlands evaluated as non-provincially *significant*	50 metres
Wetlands (non-evaluated)	50 metres
Woodlands (other) - meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan	50 metres

13.4.4 The uses permitted above are also subject to the policies of the Provincial plans as noted below. If the Provincial plan policies are more restrictive than the policies of this Plan, the more restrictive policies apply.

a) The policies from the Greenbelt Plan and the Growth Plan are in section 13.5.

b) The policies from the Niagara Escarpment Plan are in section 13.6.

c) The policies from the Oak Ridges Moraine Conservation Plan are in section 13.7.

13.4.5 Section 13.4.2 does not apply to certain key features and key hydrological features subject to a Provincial plan where development or site alteration is not permitted or where there are specific criteria that differ from those listed in section 13.4.2 that need to be met before development or site alteration can be permitted.

13.4.6 If development or site alteration is proposed within or adjacent to *fish habitat* or the habitat of endangered or *threatened species*, the policies of sections 13.11.1 and 13.11.2 apply.

13.4.7 The presence of Supporting Features and Areas will be screened for by a proponent when an *environmental impact study* and/or hydrologic evaluation is required to support a development or site alteration application both inside and outside of *settlement areas* or when a *subwatershed* study is being undertaken.

13.4.8 If Supporting Features and Areas are identified through an *environmental impact study*, hydrologic evaluation, or *subwatershed* study, the evaluation will determine:

a) the extent of the supporting feature and area along with its *ecological functions* and relationship to nearby *key natural heritage features*, *key hydrologic features* and/or natural features and areas;

b) whether the supporting feature and area should be protected because it supports the ecological and/or hydrological functions of nearby *key natural heritage features*, *key hydrologic features* and/or other natural features and areas; and,

c) conditions to be attached to the approval of the proposed development or site alteration.

13.4.9 Enhancement areas have not been identified on the schedules to this Plan. Enhancement areas are intended to consist of natural *self-sustaining vegetation* that increase the ecological resilience and function of individual *key natural heritage*

features, key hydrological features and/or Natural Features and Areas and/or other Supporting Features or Areas, or groups of such features, by:

a) increasing the size of *key natural heritage features*, key hydrological features and/or natural heritage features and areas;

b) connecting *key natural heritage features*, key hydrological features and/or natural heritage features and areas to create larger contiguous natural areas;

c) improving the shape of *key natural heritage features*, key hydrological features and/or natural heritage features and areas to increase interior habitat conditions; or,

d) including critical function zones and important catchment areas for sustaining *ecological functions*.

13.4.10 The presence of potential enhancement areas shall be screened for by a proponent when an *environmental impact study* and/or hydrologic evaluation is required to support an application for development and site alteration both inside and outside of *settlement areas* or when a *subwatershed* study is being undertaken.

13.4.11 When carrying out an *environmental impact study*, hydrologic evaluation, or *subwatershed* study to determine whether enhancement areas should be identified within or adjacent to a feature, an evaluation shall be completed that:

a) assesses the potential ecological benefit of an enhancement area to the nearby *key natural heritage feature*, key hydrological feature and/or natural heritage feature and area (an example, would be an enhancement area to fill in a gap, close in an indent, or connect two separate features);

b) considers the most appropriate shape/extent of an enhancement area so that the *ecological functions* of the nearby *key natural heritage feature*, key hydrological feature and/or natural heritage feature and area are enhanced;

c) considers how the function and spatial extent of an enhancement area can be incorporated into the design and layout of the proposed development; and,

d) assesses the potential for *compatible* uses such as *stormwater* management facilities within the enhancement area to ensure that the intended *ecological function* of the enhancement area is achieved.

13.4.12 In a case where an enhancement area is identified in accordance with section 13.4.11, the lands within the enhancement area shall be planted and left as natural *self-sustaining vegetation*. The enhancement area may also be designed to include other *compatible* land uses and *infrastructure*, such as *stormwater management ponds*, if it can be demonstrated that the long-term *ecological function* of the enhancement area would be retained.

13.4.13 *Linkages* have not been identified on the schedules to this Plan. Opportunities for the establishment of ecologically appropriate *linkages* shall be screened for when an *environmental impact study*, hydrologic evaluation, and/or *subwatershed* study is required to support an application for development and site alteration both inside and outside of *settlement areas* or when a *subwatershed* study is being undertaken.

13.4.14 When a potential *linkage* has been identified, an evaluation shall be completed that:

a) assesses the ecological features and functions of a *linkage*, including its vegetative, wildlife, and/or landscape features or functions;

b) identifies appropriate boundaries/widths that permit the movement of wildlife between nearby *key natural heritage features*, key hydrological features, and/or natural heritage feature and areas;

c) describes the *ecological functions* the *linkage* is intended to provide and identifies how these *ecological functions* can be maintained or enhanced within a development proposal;

d) assesses the potential for *compatible* uses including, but not limited to, *stormwater management ponds*, *passive recreational* uses, and trails within the *linkage* to determine how the intended *ecological functions* of the *linkage* can be maintained or enhanced;

e) assesses potential impacts on the *linkage* as a result of the development; and,

f) makes recommendations on how to protect, enhance, or mitigate impacts on the *linkage* and its *ecological functions* through avoidance and planning, design, and construction practices.

13.4.15 Possible outcomes of an evaluation carried out in accordance with section 13.4.14, include:

a) the incorporation of the *linkage* into the development, such that development would not occur on those lands;

b) the incorporation of the *linkage* into the development, with linear *infrastructure*, and other *infrastructure* and associated small scale structures permitted in the *linkage* in such a manner that protects the long-term *ecological function* of the *linkage*;

c) the refinement of the location, form, size, shape, or *ecological function* of the *linkage*; or,

d) the elimination of the *linkage* based on area or site-specific analysis.

13.4.16 If an identified *linkage* is proposed to be eliminated it must be demonstrated to the satisfaction of the Town that:

a) maintaining a *linkage* is not necessary for ecological reasons;

b) the loss of the *linkage* will not decrease the overall ecological connectivity in the area; and,

c) the *linkage* is not required to support the long-term *sustainability* of the overall Natural Environment System.

13.4.17 In a case where all or part of a *linkage* area is retained in accordance with section 13.4.14, the lands within the *linkage* area shall be planted and left as natural *self-sustaining vegetation* (except for those lands used for *infrastructure*, if permitted) or remain in agricultural use. The *linkage* may also be designed to permit *compatible* uses as evaluated in section 13.4.15 so long as the *ecological function* of the *linkage* is maintained.

13.5 Greenbelt Plan and Growth Plan Natural Heritage Systems and Key Hydrologic Features

13.5.1 Development or site alteration is not permitted within the Greenbelt Plan and Growth Plan natural heritage systems and *key hydrologic features* outside of the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and outside of *settlement areas* except for:

a) forest, fish, and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the *Environmental Assessment Act*;

d) all existing uses in the Greenbelt Plan Area;

e) single dwellings on existing lots of record in the Greenbelt Plan area, provided they were zoned for such as of the date the Greenbelt Plan initially came into effect;

f) mineral aggregate operations and *wayside pits and quarries* in accordance with Provincial policy and Chapter 20 of this Plan, which is to be added through a future phase of the Official Plan Review as noted in Part A, section 1.2.3;

g) recreational uses in the Greenbelt Plan Natural Heritage System in accordance with Chapter 14, Parks and Open Space, of this Plan;

h) small-scale structures for recreational uses, including but not limited to, boardwalks, footbridges, fences, docks, and picnic facilities, if measures are taken to minimize the number of such structures and their *negative impacts*;

i) expansions to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses which bring the use more into conformity with this Plan, subject to demonstration that the use does not expand into the *key hydrologic feature* or *key natural heritage feature* or *vegetation protection zone* unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

j) expansions or alterations to existing buildings and structures for agricultural uses, agriculture-related uses, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:

   i) there is no alternative, and the expansion or alteration in the feature is minimized and, in the *vegetation protection zone*, is directed away from the feature to the maximum extent possible; and,

   ii) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible.

13.5.2 New development or site alteration within the Greenbelt Plan and Growth Plan natural heritage systems will demonstrate that:

a) there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;

b) connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

c) the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;

d) except for uses described in and governed by the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, section 1.2.3), the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the *impervious surface* will not exceed 10 per cent of the total developable area;

e) with respect to golf courses, the disturbed area will not exceed 40 per cent of the total developable area; and,

f) at least 30 per cent of the total developable area will remain or be returned to natural *self-sustaining vegetation*, except where specified in accordance with the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, section 1.2.3).

13.5.3 Notwithstanding section 13.5.2, the full range of existing and new agricultural uses, agriculture-related uses, *on-farm diversified uses*, and *normal farm practices* are permitted. New buildings or structures for agricultural uses, agriculture-related uses, or *on-farm diversified uses* are not subject to section 13.5.2 but are subject to the policies in section 13.5.8.

13.5.4 A proposal for new development or site alteration within 120 metres of any *key natural heritage feature* within the Greenbelt Plan and Growth Plan natural heritage systems or any *key hydrologic feature* outside of the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and outside of *settlement areas* will require an *environmental impact study* and/or hydrologic evaluation, or equivalent study agreed to by the Town and relevant agencies, that identifies a *vegetation protection zone*, which:

a) protects the *key natural heritage feature* or *key hydrologic feature* and its functions from the impacts of the proposed change;

b) is established to achieve and be maintained as natural self- sustaining vegetation; and,

c) for *wetlands*, seepage areas and springs, *fish habitat*, permanent and intermittent streams, inland lakes and *significant woodlands*, is no less than 30 metres measured from the outside boundary of the feature.

13.5.5 Studies and evaluations undertaken in accordance with section 13.5.4 will also identify any additional restrictions to be applied before, during, and after development to protect the hydrologic functions and *ecological functions* of the feature.

13.5.6 Development or site alteration will not be permitted in the *vegetation protection zone*, with the exception of that described in section 13.5.9.

13.5.7 Notwithstanding sections 13.5.3 and 13.5.4, an *environmental impact study* may not be required for a proposal for development or site alteration on a site where the only *key natural heritage feature* is the habitat of *endangered species* and *threatened species*.

13.5.8 Notwithstanding sections 13.5.3 and 13.5.4, new buildings and structures for agricultural uses, agriculture-related uses, or *on-farm diversified uses* shall not be required to undertake an *environmental impact study* and/or hydrologic evaluation if a minimum 30 metre *vegetation protection zone* is provided from a *key natural heritage feature* or *key hydrologic feature*.

13.5.9 Uses permitted in accordance with section 13.5.7 are exempt from the requirement of establishing a condition of natural *self-sustaining vegetation* if the land is, and will continue to be, used for agricultural purposes and will pursue best management practices to protect and restore *key natural heritage features*, *key hydrologic features*, and their functions.

13.5.10 Notwithstanding section 13.5.4, the following types of minor construction is permitted without an *environmental impact study* and/or hydrologic evaluation within the Greenbelt Plan and Growth Plan natural heritage systems but outside of the *vegetation protection zone* adjacent to a *key natural heritage feature* or *key hydrologic feature*:

a) new accessory buildings to a residential use (garage, workshop, etc.) below 50 square metres;

b) expansions to existing accessory buildings to a residential use below 50 per cent of the size of the original building;

c) expansions to existing residential buildings below 50 per cent of the size of the original building; and,

d) reconstruction of an existing residential dwelling of the same size in the same location.

13.6 Niagara Escarpment Plan Area

13.6.1 Development is not permitted in *key natural heritage features* in the Niagara Escarpment Plan Area with the exception of the following, which may be permitted subject to compliance with all other relevant policies of this Plan:

a) development of a single dwelling and accessory facilities outside a *wetland* on an *existing lot of record*, provided that the disturbance is minimal and where possible temporary;

b) forest, fisheries and wildlife management to maintain or enhance the feature;

c) *conservation* and flood or erosion control projects, after all alternatives have been considered;

d) the Bruce Trail, and other trails, boardwalks and docks on parks and open space lands that are part of the Parks and Open Space System; and,

e) *infrastructure*, where the project has been deemed necessary to the public interest and there is no other alternative.

13.6.2 The diversity and connectivity between *key natural heritage features* and *key hydrologic features* will be maintained, and where possible, enhanced for the movement of native plants and animals across the landscape.

13.6.3 Development in other natural features not identified as *key natural heritage features* or *key hydrologic features* should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible, and the impact of the development on the natural feature and its functions will be minimized.

13.6.4 Where policies or standards of other public bodies or levels of government exceed the policies related to *key natural heritage features* or *key hydrologic features* in this Plan, such as may occur with habitat of *endangered species* and *threatened species* under the *Endangered Species Act, 2007*; *natural hazards* where section 28 regulations of the

Conservation Authorities Act apply; or, fisheries under the *Federal Fisheries Act*, the most restrictive provision or standard applies.

13.6.5 If, in the opinion of the implementing authority, a proposal for development within 120 metres of a *key natural heritage feature* has the potential to result in a *negative impact* on the feature and/or its functions, or on the connectivity between *key natural heritage features* and *key hydrologic features*, a natural heritage evaluation will be required to show the following, except with respect to a *key natural heritage feature* that is solely the habitat of *endangered species* or *threatened species*, which is subject to section 13.6.7 below:

a) demonstration that the development, including any alteration of the natural grade or drainage, will protect the *key natural heritage feature* or the related functions of that feature;

b) identification of planning, design and construction practices that will minimize erosion, sedimentation and the introduction of nutrients or pollutants and protect and, where possible, enhance or restore the health, diversity and size of the *key natural heritage feature*;

c) determination of the minimum *vegetation protection zone* required to protect and where possible enhance the *key natural heritage feature* and its functions; and,

d) demonstration that the connectivity between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained and where possible enhanced for the movement of native plants and animals across the landscape.

13.6.6 For the purposes of section 13.6.5 c), a *vegetation protection zone* will:

a) be of sufficient width to protect and where possible enhance the *key natural heritage feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction;

b) be established to achieve, and be maintained as, natural *self-sustaining vegetation*; and,

c) in the case of *Areas of Natural and Scientific Interest* (Earth Science and Life Science), include without limitation an analysis of land use, soil type and slope class.

13.6.7 Development within the habitat of *endangered species* and *threatened species*:

a) located within Escarpment Natural Areas and Escarpment Protection Areas, is not permitted, except for development referred to in subsection a) which may be permitted provided it is in compliance with the *Endangered Species Act, 2007*; and,

b) located within Escarpment Rural Areas, Mineral Resource Extraction Areas, Urban Areas, Minor Urban Centres and Escarpment Recreation Areas, is not permitted unless it is in compliance with the *Endangered Species Act, 2007*.

13.6.8 New buildings and structures for agricultural uses are not required to establish a condition of natural *self-sustaining vegetation* within a *vegetation protection zone* if the land is, and will continue to be, used for agricultural purposes provided that where *key natural heritage features* are located within 240 metres of each other, and connectivity between features will be maintained. In all cases, agricultural uses should pursue best management practices to protect and/or restore *key natural heritage features* and functions.

13.6.9 Development is not permitted in *key hydrologic features* with the exception of the following, which may be permitted subject to compliance with all other relevant policies of this Plan:

a) accessory facilities to a single dwelling outside of a *wetland* on an *existing lot of record*, provided that the disturbance is minimal and where possible temporary;

b) forest, fisheries and wildlife management to maintain or enhance the feature;

c) *conservation* and flood or erosion control projects, after all alternatives have been considered;

d) the Bruce Trail, and other trails, boardwalks and docks on parks and open space lands that are part of the Niagara Escarpment Parks and Open Space System; or,

e) *infrastructure*, where the project has been deemed necessary to the public interest after all other alternatives have been considered.

13.6.10 If, in the opinion of the implementing authority, a proposal for development within 120 metres of a *key hydrologic feature* has the potential to result in a *negative impact* on the feature and/or its functions, a hydrologic evaluation will be required that:

a) demonstrates that the development, including any alteration of the natural grade or drainage, will protect:

   i) the *key hydrologic feature* or the hydrologic functions of that feature;

   ii) the *quality and quantity* of groundwater and surface water;

   iii) natural streams or drainage patterns; and,

   iv) the overall water budget for the watershed, including existing and planned municipal drinking water systems.

b) identifies planning, design and construction practices that will minimize erosion, sedimentation and the introduction of nutrients or pollutants and protect, and where possible, enhance or restore the health, diversity and size of the *key hydrologic feature*, including:

   i) natural features should be preserved;

   ii) temporary vegetation and/or mulching should be used to protect critical areas exposed during development;

   iii) topsoil should not be removed from the site, but rather, should be stored and redistributed as a suitable base for seeding and planting;

   iv) sediment control devices should be installed to remove sediment from runoff due to changed soil surface conditions during and after construction; and,

   v) construction in or across a watercourse or *wetland* should be appropriately timed to minimize impacts on fish and *wildlife habitat*.

c) determines the minimum *vegetation protection zone* required to protect and where possible enhance the *key hydrologic feature* and its functions.

13.6.11 A *vegetation protection zone* will:

a) be of sufficient width to protect the *key hydrologic feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function; and,

b) be established to achieve and be maintained as natural *self-sustaining vegetation*.

13.6.12 In the case of permanent and intermittent streams and seepage areas and springs, the determination of the *vegetation protection zone* will include, without limitation, an analysis of land use, soil type and slope class.

13.6.13 New buildings and structures for agricultural uses are not required to establish a condition of natural *self-sustaining vegetation* within a *vegetation protection zone* if the land is, and will continue to be, used for agricultural purposes. Despite this exemption, agricultural uses should pursue best management practices to protect and/or restore *key hydrologic features* and functions.

13.7 Oak Ridges Moraine Conservation Plan Area

13.7.1 All development and site alteration with respect to land within a *key natural heritage feature*, key hydrological feature identified by the Oak Ridges Moraine Conservation Plan or the related minimum *vegetation protection zone* is prohibited, except the following:

a) forest, fish, and wildlife management;

b) *conservation* and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;

c) development of *infrastructure* in accordance with the requirements set out in Section 41 of the Oak Ridges Moraine Conservation Plan;

d) low-intensity recreational uses as described in Section 37 of the Oak Ridges Moraine Conservation Plan;

e) any development and site alteration in Countryside Areas or Settlement Areas that is within the habitat of an *endangered species* or *threatened species*, but only if it is not prohibited under the *Endangered Species Act, 2007* and it complies with any requirements or restrictions under that Act, and it is not within any other *key natural heritage feature* or the related minimum *vegetation protection zone*; and,

f) agricultural uses other than uses associated with on-farm buildings and structures, but only with respect to land in the minimum *vegetation protection zone* related to a *key natural heritage feature* or key hydrological feature and not in the key natural heritage or key hydrological feature itself.

13.7.2 The table at the end of Part III of the Oak Ridges Moraine Conservation Plan sets out the minimum areas of influence and minimum *vegetation protection zones* for *key natural heritage features* and key hydrological features.

13.7.3 An application for development or site alteration with respect to land within the minimum area of influence that relates to a *key natural heritage feature*, but outside the *key natural heritage feature* itself and the related minimum *vegetation protection zone*, will be accompanied by a natural heritage evaluation under Section 23 of the Oak Ridges Moraine Conservation Plan.

13.7.4 Despite section 13.7.3, a natural heritage evaluation is not required in the case of an application relating to the construction of a new building or structure in the minimum area of influence of a *key natural heritage feature* if the proposed building or structure is for agricultural uses, agriculture-related uses or *on-farm diversified uses* and is located a minimum of 30 metres from the *key natural heritage feature*.

13.7.5 An application for development or site alteration with respect to land within the minimum area of influence that relates to a *key hydrologic feature*, but outside the *key hydrologic feature* itself and the related minimum *vegetation protection zone*, will be accompanied by a hydrological evaluation under Section 26(4) of the Oak Ridges Moraine Conservation Plan.

13.7.6 Despite section 13.7.5, a hydrological evaluation is not required in the case of an application relating to the construction of a new building or structure in the minimum area of influence of a *key hydrologic feature* if the proposed building or structure is for agricultural uses, agriculture-related uses or *on-farm diversified uses* and is located a minimum of 30 metres from the *key hydrologic feature*.

13.7.7 Any agricultural uses, agriculture-related uses or *on-farm diversified uses* that are carried out in the minimum area of influence that relates to a *key natural heritage feature* or key hydrological features will be carried out in accordance with best management practices to protect or restore *key natural heritage features*, key hydrological features and related ecological and/or hydrological functions.

13.8 Minimum Buffers

13.8.1 Table 13-3 sets out the minimum *buffers* required from certain components of the Natural Environment System on lands not subject to sections 13.5, 13.6 and 13.7:

Table 13-3: Minimum Buffers

Component of the Natural Environment System	Minimum Buffer
Life Science Areas of Natural and Scientific Interest	15 metres
Valleyland (*significant*)	15 metres
Wetland (evaluated as non-Provincially *significant*)	15 metres
Wetland (*significant*)	30 metres
Wildlife habitat (*significant*)	15 metres
Woodland (*significant*)	20 metres
Woodlands meeting one or more of the criteria for a Natural Areas and Corridors *woodland* in Table 1 of the Region of Peel Official Plan	15 metres

Note: Conservation Authority regulatory allowances apply separate from the *buffers* in this table

13.9 Natural Environment System in New Community Areas and New Employment Areas

13.9.1 The Region of Peel prepared an Environmental Screening and Scoped Subwatershed Study in 2020 to provide water resources and natural heritage input to support the inclusion of the New Community Areas and New Employment Areas shown on Schedule F1, Urban System.

13.9.2 One of the products of the 2020 Peel Environmental Screening and Scoped Subwatershed Study was the mapping of a preliminary *natural heritage system* for the New Community Areas and New Employment Areas as shown on Figures D4a, D4b and D4c. The Identification of the preliminary *natural heritage system* was guided by system-level goals and targets focused on creating a system that takes direction from policy, best practices, and good science and that is robust, resilient and connected.

13.9.3 A Town-led *subwatershed* study is required to inform the identification and refinement of the Natural Environment System in the New Community Areas and New Employment Areas with the starting point for the more detailed *subwatershed* study being the findings and recommendations made in the 2020 Peel Environmental Screening and Scoped Subwatershed Study. Some of these recommendations have been incorporated in the policies below, which will be relied upon when preparing individual *subwatershed* studies.

13.9.4 As recommended in the 2020 Peel Environmental Screening and Scoped Subwatershed Study, the management of the *natural heritage system* in the New Community Areas and New Employment Areas as shown on Figures D4a, D4b and D4c will be guided by a net benefit mitigation hierarchy. This approach is supported by this Plan. The mitigation hierarchy is a sequential approach to planning and decision-making where

emphasis is placed on avoidance, followed by minimization and mitigation to achieving no *negative impact* before considering other options. The net benefit mitigation hierarchy requires that the final outcome exceeds no *negative impact* and achieves a net positive outcome. The net gain will be guided by the system targets and will be achieved through enhancement (primary method), restoration, regenerative opportunities, etc. The net gain mitigation hierarchy is generally described as follows and is required to be relied upon in future detailed studies for the new Community and New Employment Areas:

a) Avoid creating the Impact – this can be achieved through a range of actions including protecting features and functions, siting, management techniques and design.

b) Minimize and Mitigate the Impact(s) – where impacts cannot be avoided, effort should be placed on opportunities to minimize impacts to the extent possible and mitigate remaining impacts.

c) Restore the system –Restoration includes opportunities to address existing issues or impacts to improve the form or function of the system in-situ.

d) Enhance the System – enhancements in the system context generally include additions to natural cover, increasing habitat diversity to enhance functions, etc. These can be used to support retaining a feature in-situ to avoid impact(s) and support achieving a net benefit outcome.

e) Replication / Compensation – replication and/or compensation may be considered in limited circumstances. Replication and/or compensation are to be considered only after consideration is given to preceding steps in the hierarchy.

13.9.5 *Buffers* are an important component of a mitigation strategy where development is proposed adjacent to sensitive or *significant* feature(s) in new Community and New Employment Areas. At the system-scale, *buffers* represent a primary mitigation tool, however in planning and implementing mitigation, they are to be considered as one part of a mitigation strategy. The best approach is to apply multiple layers of mitigation to reduce reliance on *buffers* to address all potential impacts and place further effort on weaving mitigation, net benefit and regenerative opportunities throughout the land planning and design process where possible. This approach will not remove the need for *buffers*; rather, it provides a complex suite of mitigation to support better outcomes for the protection of features and their functions.

13.9.6 *Buffers* in the New Community Areas and New Employment Areas shown on Schedule F1, Urban System, are to be informed by both existing conditions and sensitivities, and the anticipated impacts that a *buffer* is being used to mitigate. Where possible, opportunities to address impacts (avoid, minimize) 'at-source' through siting and design for land uses should be considered as part of a layered approach to mitigation. This approach will reduce the overall impact of developments, encourage *sustainable* design and support development of resilient system(s) and communities.

13.9.7 Based on the above, minimum *buffer* widths shall be established in *subwatershed* studies or their equivalent when *subwatershed* studies are prepared to support new development in New Community Areas and New Employment Areas. The minimum *buffer* widths shall be established as part of an initial assessment of the general land uses contemplated adjacent to the Natural Environment System and the significance of any of the components of the Natural Environment System being studied.

13.9.8 The final *buffer* width within New Community Areas and New Employment Areas will be determined through an *environmental impact study* at the development stage when additional information is available to determine the nature of adjacent uses and related impacts on the Natural Environment System and may include additions or deletions to the *buffer* widths identified through the secondary plan process. When determining the final *buffer* width, consideration will be given to the following matters:

a) enhancement and mitigation opportunities such as fencing and vegetative planting within the *buffers* or on abutting lands;

b) the location of passive trails and the location of *stormwater* management components;

c) the intensity of the abutting land uses as illustrated through specific plans for such uses (i.e., grading, setbacks, maintenance, servicing, built form including height, location of buildings and structures and other activities); and,

d) the *ecological functions*, characteristics, significance and sensitivity of the feature the *buffer* is required from.

13.9.9 Where a feature/area is regulated by a Conservation Authority, and the regulatory requirements exceed the required *buffer*, those regulatory requirements will apply, subject to the provisions of the *Conservation Authorities Act*.

13.9.10 Major Landscape Linkages and Local Landscape Linkages were identified 2020 Peel Environmental Screening and Scoped Subwatershed Study and are shown in Figures

D4a, D4b and D4c. These *linkages* are required to be implemented through subsequent studies. While their basic location and connections across the landscape are to be maintained, the exact alignment and any minor refinement to width (i.e., above the minimums identified) will be guided by the following:

a) Wherever possible, *linkages* are to follow existing feature pathways.

b) Where natural pathways are not available, minimum distance opportunities for connecting features / areas are to be used.

c) Alignment and width are to be informed by site-specific study which considers target species, anticipated pathways of movement (e.g., using connectivity analysis and/or field evidence).

d) *Linkages* are to be implemented with minimum widths as identified in this scoped Subwatershed Study. Final widths may be larger than the minimum based on site-specific condition (e.g., features, species, etc.).

13.9.11 Replication of features may be considered through *subwatershed* studies. Replication is a 'like-for-like' re-creation of habitat on the local landscape and with a net gain to the system achieved through the replication process. In planning for replication, a replacement ratio will be determined through the *subwatershed* to support a net gain outcome. Compensation may also be considered in circumstances where retaining a feature in-situ in an urbanizing landscape matrix will result in an impact to its form or function that cannot be reasonably mitigated.

13.9.12 The 2020 Peel Environmental Screening and Scoped Subwatershed Study was based on preliminary, high-level observations and mapping which did not lead to specific, detailed recommendations for watercourse and *headwater* drainage feature management. As a consequence, and through the preparation of the required Secondary Plans and *subwatershed* studies it is expected that all watercourses and *headwater* drainage features will be reviewed in accordance with the management approach below:

a) High-constraint watercourses and their corridors are to be protected in current form and location, with appropriate regulatory setbacks and ecological *buffers*. Realignments of high constraint watercourses are not permitted. Minor modification through rehabilitation/enhancement may be permitted at select locations where it provides an enhancement to the system, given sufficient rationale. Minor (local) rehabilitation or enhancement could include such works as replacement of perched culverts with new structures that follow Conservation

Authority crossing guidelines, removal of old farm crossings, re-naturalization of armoured channel banks (where appropriate), or local riparian plantings.

b) Medium constraint watercourses are to remain open and protected with applicable hazard corridors, regulatory setbacks, and ecological *buffers*. Channel/corridor realignment (horizontal and vertical) may be permitted where there has been previous disturbance through anthropogenic activity, there is sufficient rationale for doing so, and provided there is a net ecological gain and subject to the approval of appropriate authorities. Restoration and enhancement must be included in design options. Local watercourse realignment/enhancement areas may include impacted, channelized reaches within historically agricultural lands, and upgrades to existing watercourse crossings. Local watercourse realignment/enhancement areas may also be required for portions of some reaches to accommodate new road alignments, to facilitate flood mitigation, or to address a need for enhancement.

c) Low constraint watercourses should be re-evaluated as part of the *subwatershed* study to confirm their constraint ranking. Features may be redesignated as *headwater* drainage features as a consequence.

13.10 Water Resources System

13.10.1 The water resource system includes the following key hydrologic areas, *key hydrologic features* and other components:

a) aquifers and unsaturated zones;

b) areas of high aquifer vulnerability;

c) groundwater recharge and discharge areas;

d) *highly vulnerable aquifers*;

e) lakes and kettle lakes;

f) permanent and intermittent streams;

g) seepage areas and springs;

h) *significant groundwater recharge areas*;

i) *significant* surface water contribution areas;

j) water tables; and,

k) *wetlands*.

13.10.2 Development or site alteration will not be permitted in the water resource system unless it can be demonstrated that it will not have *negative impacts* on:

a) the quantity and quality of water in key hydrologic areas, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features;

b) the hydrologic functions of key hydrologic areas, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features;

c) the interaction and linkage between key hydrologic areas, *key hydrologic features*, sensitive surface water features, and sensitive groundwater features and other components of the Natural Environment System;

d) the natural hydrologic characteristics of watercourses such as base flow, form and function, and *headwater* drainage areas;

e) natural drainage systems and shorelines areas; and,

f) flooding or erosion.

13.10.3 Mitigative measures and/or alternative development approaches may be required in order to protect, improve, or enhance the water resource system. The Town or the Conservation Authority may require establishment of appropriate development conditions and monitoring programs through the development approval process.

13.10.4 *Highly vulnerable aquifers* are shown on Schedule D3a. Land uses that are considered to be a high risk to groundwater within areas of *highly vulnerable aquifers* will be required to implement best management practices including requiring the submission of a *contaminant management plan* as a condition of development approval.

13.10.5 *Significant groundwater recharge areas* are shown on Schedule D3b. New development in *significant groundwater recharge areas* will implement *low impact development* and *green infrastructure stormwater* practices to maintain pre-development recharge rates to the greatest extent feasible in accordance with applicable provincial and Town requirements.

13.10.6 Outside of *settlement areas*, proposals for large-scale development proceeding by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan

may be permitted within a key hydrologic area where it is demonstrated through a hydrologic evaluation that the hydrologic functions, including the *quality and quantity* of water, of these areas will be protected and, where possible, enhanced or restored through:

a) the identification of planning, design, and construction practices and techniques;

b) meeting other criteria and direction set out in a *watershed plan* or *subwatershed* studies if applicable; and,

c) meeting any applicable Provincial standards, guidelines, and procedures.

13.11 Feature-specific Policies

13.11.1 Fish Habitat

a) Development or site alteration will not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. To determine whether *fish habitat* is present, proponents of development or site alteration will be required to screen for the presence of *fish habitat* to the satisfaction of the Town.

b) If *fish habitat* is determined to be present, a *fish habitat* assessment undertaken by a qualified professional will be required for development or site alteration within or adjacent to *fish habitat*. Development or site alteration may be exempt from this requirement provided that the development satisfies Federal and Provincial requirements or has been specifically authorized by the appropriate approval authority.

13.11.2 Habitat of Endangered Species and Threatened Species

a) Development or site alteration will not be permitted in habitat of *endangered species* and *threatened species*, except in accordance with Provincial and Federal requirements.

b) Where the potential for the habitat of *endangered species* and *threatened species* is identified, the Provincial Ministry with jurisdiction will be contacted by the proponent for technical advice and to delineate and confirm the presence of habitat.

c) In order to determine the presence of, and to assess the impacts that proposed development and activities may have on the habitat of *endangered species* and *threatened species*, a site assessment by a qualified professional is generally

required to be completed using accepted protocols. The assessment will identify whether the habitat is present and whether the proposed activities will have any impact on *endangered species* and *threatened species* or their habitat. The site assessment may be combined with a broader *environmental impact study*. The Province should be contacted for further direction regarding site-specific proposals.

d) It is the responsibility of a proponent to work directly with the Province to determine that the *Endangered Species Act* has been, or will be, complied with as a condition of any permit received from the Provincial Ministry with jurisdiction.

13.11.3 Aquatic Species at Risk

a) In accordance with Federal requirements, where development or site alteration is proposed that could have an impact on aquatic species at risk an *environmental impact study* will be required to demonstrate that:

i) all reasonable alternatives have been considered to reduce and minimize impacts to natural features and *ecological functions,* and the best solution has been adopted; and,

ii) the proposed development or site alteration activities will not jeopardize the survival, recovery and *conservation* of species at risk protected in Schedule 1 of the *Species at Risk Act*, including their residences and critical habitat.

13.11.4 Woodlands

a) For the purposes of implementing this Plan, *woodlands* include plantations, and they are required to be evaluated in accordance with the criteria in Table 1 of the Region of Peel Official Plan. In this regard, plantations shall be identified as a Core Area *woodland* if they are a naturalized plantation, and they meet one or more criteria for Core Area *woodland* in Table 1 of the Region of Peel Official Plan. For the purpose of measuring *woodland* patch size when *woodlands* contain Core Area *woodland* and non-Core Area plantation communities, patch size shall be measured to include all contiguous *woodland* communities.

b) The following plantations are excluded as Core Area *woodlands* and *significant woodlands*:

i) plantations managed for production of fruits, nuts, Christmas trees, nursery stock or other similar agroforestry type uses;

ii) plantations managed for tree products with an average rotation of less than 20 years (e.g., hybrid willow or poplar); or,

iii) plantations established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the Region or local municipality, without a *woodland* restoration objective.

c) In addition to the above, *woodlands* may be excluded as a Core Area *woodland* or a *significant woodland* if they are treed communities that are dominated by invasive non-native tree species such as buckthorn (Rhamnus species), Norway maple (Acer platanoides), or others deemed to be highly invasive (such as Black Locust), that threaten the *ecological functions* or biodiversity of native communities. Such exceptions should be supported by site-specific studies that consider:

i) the degree of threat posed;

ii) any potential positive and/or *negative impact* on the *ecological functions* or biodiversity of nearby or adjacent native communities; and,

iii) the projected natural succession of the community.

d) Communities where native tree species comprise approximately 10 percent or less of the tree crown cover and approximately 100 or fewer stems of native tree species of any size per hectare would also be candidates for exclusion.

13.11.5 The *ecological functions* of some *significant woodlands* or other *woodlands* in the Urban System may be substantially compromised as a result of prior land use activity and as a result would be difficult to restore and/or manage as a native *woodland* in an urban setting. In these circumstances, consideration can be given to reclassifying all or a portion of such a *significant woodland* or other *woodland* as a cultural and regenerating *woodland*. A *significant* or other *woodland* can be classified as a cultural and regenerating *woodland* if all of the following are met:

a) the *woodland* is less than two hectares in size;

b) the removal of a portion of *woodland* will not result in a *negative impact* to the *ecological functions* of the remaining portion;

c) there are no other important *ecological functions* that the *woodland* provides (e.g., critical function zone for *wetlands*, etc.);

d) the *woodland* is not identified as another component of the natural environmental system (e.g., *significant wildlife habitat*, *linkage*, enhancement area, *buffer*);

e) the canopy is dominated by invasive, non-native species including, but not limited to: Norway Maple, Manitoba Maple, Siberian Elm, Scots Pine, European Buckthorn, White Mulberry, Tree-of-heaven, Apple, Black Locust and White Poplar, or any combination thereof;

f) the area was not treed approximately 20-25 years ago as determined through air photo interpretation or other suitable techniques;

g) the soil is deemed to preclude the development of a native *woodland*; for example: soil that is degraded, soil that is compacted, the topsoil has been removed, soil displaying substantial erosion from over-use and/or the *woodland* is regenerating on fill or spoil that was introduced to the site;

h) there is limited ability to maintain or restore self-sustaining *ecological functions* typical of native *woodlands*; and,

i) the *woodland* provides limited social values (e.g., does not contain sanctioned trails, nor currently provides organized research or educational opportunities).

13.11.6 If it has been determined, through the completion of an *environmental impact study*, that a *woodland* has met all of the criteria in section 13.11.5. to be reclassified as a cultural and regenerating *woodland* to the satisfaction of the Town, the removal of the treed area, or a portion thereof, may be permitted subject to preparing a *woodland* enhancement plan that demonstrates an enhancement in *woodland* area is achieved, either on the same property or in a reasonable proximity.

13.12 General Policies

13.12.1 Components of the Natural Environment System

a) Where through the review of an application for development or site alteration, or through the completion of a *subwatershed* study, it is found that there are features or components of the Natural Environment System or related ecological and/or hydrologic functions that have not been adequately mapped, evaluated, or protected, the applicant will have an evaluation prepared by a qualified professional in consultation with the Town and, where appropriate, the Conservation Authority. If the evaluation finds one or more natural features and

areas, *key natural heritage features*, or *key hydrologic features*, the policies of this Plan will be applied to the lands under application as appropriate.

13.12.2 Changes to the Limits of Classification of Individual Features and Areas

a) Changes to the limits or classification of individual features or areas of the Natural Environment System identified may be considered through the submission of an *environmental impact study* and/or hydrologic evaluation based on terms of reference approved by the Town, in accordance with the policies of this Plan, and in consultation with the Conservation Authority as appropriate. If the change to the limit or classification of an individual feature or component of the Natural Environment System identified can be justified to the satisfaction of the Town, an Amendment to this Plan will not be required.

b) Changes to the limit or classification of individual features of the Natural Environment System identified through Provincial criteria requires approval from the Province. If the change to the limit or classification of an individual feature has been approved by the Province, an amendment to this Plan will not be required.

c) Notwithstanding section 13.12.2 b), the limits of the Provincial *natural heritage system* can only be refined through the completion of a municipal comprehensive review.

d) Where lands are mapped or identified as two or more features or components of the Natural Environment System, the policies which provide the highest level of environmental protection will apply in the event of any conflict.

13.12.3 Consideration of Cumulative Impacts

a) The consideration of cumulative impacts will be required through the preparation of *environmental impact studies*.

b) Cumulative impacts will be assessed on the base conditions that existed from the time the approval authority first requires impact studies to be completed.

c) Where development or site alteration applications are considered, the proponent will be required to provide an overview of previous studies as provided by the approval authority (if available), related to development impacts on the same or adjacent feature as it relates to impacts on the *natural heritage system* and the water balance of features.

d) In addition to the above, any assessment of impact must include a description of cumulative impacts that have occurred prior to the impact assessment being undertaken.

13.12.4 Transfer of Components of the Natural Environment System into Public Ownership

a) The Town may work with other public agencies and/or non-profit land trust organizations to develop and implement a land securement strategy that would result in the transfer of private lands with natural heritage attributes into public ownership.

b) The Town will consider opportunities to obtain, through dedication, lands with natural heritage attributes through the development approval process.

c) Arrangements for the conveyance of *key natural heritage features*, *key hydrologic features* and/or natural features and areas into public ownership will be undertaken before or concurrent with the approval of development applications through the development approval process.

13.12.5 Agricultural Uses

a) Nothing in this Plan is intended to limit the ability of legally established agricultural uses to continue in areas that are the site of a *key natural heritage feature*, *key hydrologic feature* or other natural feature and area.

13.12.6 Lot Creation

a) Where development or site alteration is proposed within or adjacent to *significant* natural heritage features and areas, *key natural heritage features* or *key hydrologic features*, new lots will not be created that would fragment a natural feature or area, *key natural heritage feature*, or *key hydrologic feature*. The lands to be retained in the Natural Environment System will remain in a natural state. The natural feature and any required *buffer* or *vegetation protection zone* will be maintained in a single block and zoned to protect the natural features and its *ecological functions*.

13.12.7 Natural Features That Have Been Disturbed

a) Where a feature was identified as a *significant woodland* or other *woodland* as of the date of approval of this Plan, and no longer meets the definition of *significant woodland* or other *woodland* because of either a natural or anthropogenic

disturbance, the feature will retain its status as either a *significant woodland* or other *woodland* and the policies of this Plan will continue to apply.

b) Where a natural feature and area, *key natural heritage feature*, or *key hydrologic feature* has been removed without authorization in advance of making, or prior to approval of, an application for development or site alteration, Town staff will use all available information to determine the limit and classification of the feature that existed, and restoration of the feature will be required through the approval of the application for development or site alteration.

13.12.8 Enhancements to the Natural Environment

a) The Town supports enhancements to the Natural Environment System to support *ecological functions* and improve *ecological integrity* of the Natural Environment System. Enhancements can be as a result of a range of specific actions being undertaken by a landowner, developer, or public agency.

b) Where the preparation of a *subwatershed* study or an environmental impact study is required, the study will demonstrate how enhancements to ecological function, *ecological integrity*, or biodiversity of the Natural Environment System can be achieved, and will be implemented, through for example:

i) increases in the spatial extent of a feature or features;

ii) increases in biological and habitat diversity;

iii) enhancement of ecological system function;

iv) enhancement of *wildlife habitat*;

v) enhancement or creation of *wetlands*, water systems or *woodlands*;

vi) enhancement of riparian corridors;

vii) enhancement of ecological services;

viii) enhancement of groundwater recharge areas; and,

ix) establishment or enhancement of *linkages* or connectivity between *key natural heritage features*, and/or natural features and areas.

13.12.9 Native and Non-Native Species

a) The Town requires individuals and agencies to use native species when planting within the Natural Environment System or contiguous to elements of the Natural Environment System. To provide guidance, the Town may prepare a list of non-native species considered invasive and unsuitable for such use and/or a list of adequate native species.

b) The Town, as a condition of development approval, will require the planting of appropriate native species as conditions of development and site alteration applications.

13.12.10 Factors to be Considered when Reviewing Site Plans or Community Planning Permits in the Natural Environment System

a) Where site plan control or a community planning permit is required for development in the Natural Environment System, the following matters will be addressed as applicable:

i) appropriate location of buildings, structures and sewage disposal systems;

ii) retention or restoration of a natural vegetative *buffer* to prevent erosion, siltation and nutrient migration;

iii) maintenance or establishment of native tree cover and vegetation on the lot as terrain and soil conditions permit;

iv) appropriate location and construction of roads, driveways and pathways, including the use of permeable materials;

v) the use of appropriate soils for on-site sewage systems;

vi) implementation of *stormwater* management and construction mitigation techniques with an emphasis on lot level controls, *low impact development* practices and a treatment train approach to promote filtration, infiltration and detention, which may include proper re-contouring, discharging of roof leaders, use of soak away pits, other measures to promote infiltration, and silt fencing for temporary sediment control;

vii) the establishment of dark sky compliant lighting from all structures with full cut-off fixtures being required in order to minimize light spillage into the surrounding environs, while maintaining safety; and,

viii) securities and processes to ensure implementation and long- term monitoring and compliance with site plan agreements and/or other agreements if required.

13.12.11 Environmental Impact Studies

a) Where the policies of this Plan require that an *environmental impact study* be prepared, such an *environmental impact study* will be prepared in accordance with the requirements of this section of the Plan.

b) An *environmental impact study* required under the policies of this Plan will be submitted with the development application and will be prepared and signed by a qualified person in accordance with relevant *environmental impact study* guidelines in addition to the relevant policies of this Plan.

c) An *environmental impact study* will include a detailed inventory of the on-site conditions, including detailed inventory and ecological land classification mapping of vegetation communities, and inventories for natural features and species using accepted methods, criteria, and survey protocols undertaken at the appropriate time of year. This inventory and characterization will extend to adjacent lands, with field surveys undertaken where permission to enter is granted.

d) The approval authority may scope or waive the requirement for an *environmental impact study* to support a development proposal within or adjacent to *key natural heritage features*, *key hydrologic features* and/or natural features and areas if, in the opinion of the approval authority the proposed development is minor and is not anticipated to have a *negative impact* on the *key natural heritage feature*, *key hydrologic feature* and/or natural feature and area or its *ecological functions* or if the policies of this Plan provide an exception to the submission of an *environmental impact study* related to the *key natural heritage feature*, *key hydrologic feature* and/or natural feature and area.

e) The approval authority, in consultation with the appropriate Conservation Authority as appropriate, must be satisfied with an *environmental impact study* prior to the granting of development approvals. The recommendations of an *environmental impact study* will be implemented through Official Plan Amendments, zoning by-laws, subdivision conditions, site plan control, and/or applicable regulations.

f) The approval authority may require an independent peer review of an *environmental impact study*, with the costs to be borne by the applicant.

g) The purpose of an *environmental impact study* is to:

i) collect and evaluate the appropriate information in order to have a complete understanding of the boundaries, attributes and functions of *key natural heritage features*, *key hydrologic features* and natural features and areas and associated ecological and hydrological functions that exist on the subject lands and/or adjacent lands;

ii) determine whether there are any additional *key natural heritage features*, *key hydrologic features* and/or natural features and areas on the subject lands and nearby lands and that meet the accepted criteria established by the Province, as amended from time to time;

iii) undertake a comprehensive impact analysis in order to determine whether or not the proposed development and/or site alteration will have a *negative impact* on *key natural heritage features*, *key hydrologic features* and/or natural features and areas and their *ecological functions*;

iv) propose appropriate mitigation measures or revisions to the proposed development and/or site alteration to reduce or avoid *negative impacts*;

v) clearly articulate any *negative impacts* that cannot be avoided or mitigated;

vi) where appropriate, recommend monitoring provisions to evaluate the long-term effectiveness of the identified mitigation measures; and,

vii) demonstrate that the proposed development and/or site alteration supports the Town's objectives for the Natural Environment System.

13.13 Transition and Implementation

13.13.1 Effective date of policies on the Natural Environment System

a) Once the policies in this Plan on the Natural Environment System have been approved in accordance with the *Planning Act*, all subsequent *Planning Act* decisions will conform to this Plan, unless this Plan explicitly states otherwise.

13.13.2 Approved Studies and Existing Development Approvals

a) Where a site plan pursuant to Section 41 of the *Planning Act* has been approved, that approval can be implemented in accordance with the Provincial, Regional and Town polices that existed when the site plan was approved.

b) Where an *environmental impact study* or similar study has been formally accepted by the Town, but the application for development or site alteration has yet to be approved, the application may be approved in accordance with the approved study as long as the study remains valid in accordance with the Town's Environmental Impact Study Guidelines.

c) Where lands have been draft approved for development by way of plan of subdivision or plan of condominium in a *settlement area*, that approval can be implemented in accordance with the Provincial, Regional and Town polices that existed when the lands were draft approved and any conditions that were established at the time of approval.

d) If a draft plan approval is proposed to be extended, the Town may review the findings and recommendations made in the studies that supported the initial draft plan approval and may request that the studies be updated to determine if changes to the layout of the draft plan and/or any of the conditions need to be made before the extension request is granted.

e) If a draft plan approval lapses and is not reinstated, or is withdrawn, any subsequent application will conform to this Plan.

f) Where major modifications to a draft plan are proposed, the revised draft plan will be designed to reduce impacts on the Natural Environment System.

13.13.3 Ongoing and Approved Secondary Plans

a) Where a secondary plan has been approved after [date to be determined] those portions that are not subject to a draft approved plan of subdivision or plan of condominium will be approved in accordance with the approved mapping and policies of the secondary plan.

b) Where a secondary plan was approved prior to [date to be determined] those portions that are not subject to a draft approved plan of subdivision or plan of condominium will be subject to the mapping and policies of this Plan. In this regard, conformity can be demonstrated through an update to the secondary plan or through the approval of individual plans of subdivision or plans of condominium, as determined appropriate by the Town.

c) For secondary plans in process, the mapping and policies of this Plan will be considered in the work program and official plan amendment process to the satisfaction of the Town.

13.13.4 Previous Site-Specific Approvals in the Greenbelt Plan Area

a) Where the Town Official Plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the official plan approval, and provided these additional approvals are required to implement the initial decision, these further approvals are not required to conform with the Greenbelt Plan.

b) Where a zoning by-law was amended prior to December 16, 2004, to specifically permit land use(s), this approval may continue to be recognized through any further applications required under the *Planning Act* or the *Condominium Act, 1998* to implement the use permitted by the zoning by-law are not required to conform to the Greenbelt Plan.

13.13.5 Incorporating the Natural Environment System into the Zoning By-Law

a) The Town will incorporate the mapping and policies of the Natural Environment System in the implementing zoning by-laws in a manner that implements this Plan.

b) Where an individual feature or component of the Natural Environment System includes a *vegetation protection zone* or a minimum *buffer*, both will also be zoned in a manner that implements this Plan.

14. PARKS AND OPEN SPACE

Parks and open spaces strengthen communities and make Caledon a more attractive place to live and work by providing opportunities for social interaction, recreation, community programming, and improving our physical and psychological health. Parks and open spaces also provide for biodiversity and clean air and help to support climate change mitigation and adaptation. They also provide connections to the Town's Natural Environment System.

The lands designated Parks and Open Space on Schedule B4, Land Use Designations, form the basis of the Town's public and private parks and open space network. Additional lands will be designated for parks and open spaces within secondary plans.

Chapter 10, Public Service Facilities, of this Plan also allows for public parks in other land use designations subject to the criteria set out in section 10.2.7. It also provides policies for school sites.

14.1 Objectives

The planning objectives for parks and open space are as follows:

a) plan, develop and maintain a well-connected, cohesive and publicly accessible system of parks, open spaces, trails and community facilities that provide a range of multi-seasonal recreational, leisure and social opportunities for people of all ages, abilities and interests;

b) contribute to the sense of place and identity of the Town by celebrating its unique geographies and landscapes, while also contributing to the economic and tourism policies of this Plan;

c) support, where appropriate, other agencies and recreation organizations in establishing or enhancing a well-connected system of parks and open spaces within Caledon and beyond;

d) reduce identified parkland deficiencies, where feasible;

e) avoid, minimize or mitigate the potential *adverse effects* of recreational activities on the *natural heritage system*, where feasible;

f) integrate and enhance natural heritage features and *linkages* within lands designated Parks and Open Space in accordance with the policies of this Plan;

g) connect lands designated Parks and Open Space with existing or planned trail systems, cycling routes, walkways, and the Natural Environment System;

h) integrate publicly and privately owned Parks and Open Space lands, where appropriate;

i) provide for uses that reflect the capacity of Parks and Open Space lands for public use; and,

j) minimize the impact of *active recreation* uses on adjacent land uses, where feasible.

14.2 Permitted Uses

14.2.1 The following uses may be permitted in the Parks and Open Space designation:

a) legally existing uses;

b) *active recreational* uses;

c) recreational resorts including ski clubs,

d) *community services* and facilities;

e) activities associated with approved forest management or *environmental management plans*;

f) cemeteries;

g) fairgrounds

h) golf courses;

i) *passive recreational* uses;

j) public uses, including public parks, public squares, or community gardens;

k) *conservation* areas;

l) public *infrastructure*;

m) trails; and,

n) uses, buildings and structures that are *accessory* to the permitted uses listed above.

14.2.2 On lands designated Parks and Open Space that are also subject to the Oak Ridges Moraine Conservation Plan, permitted uses will be in accordance with the Oak Ridges Moraine Conservation Plan.

14.3 General Policies

14.3.1 The Parks and Recreation Master Plan, or equivalent, will provide more detailed direction on developing a comprehensive recreational system, including public facility needs and programming to support the recreation policies of this Plan and to advance the priorities of the Resilient Caledon Plan.

14.3.2 The Town recognizes the significance of existing Provincial Parks, open space and trail systems and will endeavour to protect, connect, and enhance these systems where feasible.

14.3.3 The development of community *infrastructure* and facilities required to support recreational opportunities within the Town's parks and open space system will be undertaken in a manner that protects and enhances any adjacent natural heritage features and functions.

14.3.4 Parks and recreational facilities will be designed to contribute to quality of life and respond to climate change.

14.3.5 Town parkland will be acquired and conveyed in accordance with the implementation policies in Part G, section 26.2, Parkland. There is no requirement or expectation that privately-owned lands within the Parks and Open Space designation will come into public ownership.

14.3.6 The implementing zoning will provide separate zone categories and appropriate regulations based on the policies of this Plan for:

a) existing and planned Town parkland and open spaces, including privately owned publicly accessible spaces (POPS) included as part of a parkland contribution calculation;

b) other existing and planned public parks and open spaces (e.g., Conservation Areas);

c) existing private open spaces, such as golf courses and fairgrounds; and,

d) public and privately owned cemeteries.

14.3.7 The Town may prioritize linking recreational opportunities between the Oak Ridges Moraine, the Niagara Escarpment and the Humber and Credit River watersheds when planning for recreational opportunities.

14.3.8 Scenic vistas and distinctive *landform features* that contribute to the unique geography and character of the Town should be maintained and enhanced within the Parks and Open Space designation.

14.3.9 Parks and Open Space lands should be integrated with adjacent development areas to provide for a range of active and *passive recreational* opportunities year-round for people of all ages, abilities and interests.

14.3.10 Parks and Open Space lands will provide for active and *passive recreational* opportunities that do not have a *negative impact* on natural heritage features or their related *ecological function*.

14.3.11 Community centres and recreation facilities should be located at the terminus of primary streets and areas that can be seen from multiple directions to create community landmarks and enhance sightlines.

14.3.12 Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of new or expanded parks and open spaces.

14.4 Park Planning and Design

14.4.1 Parks will be comprised of parkland and trails that provide active and/or *passive recreational* opportunities.

14.4.2 Parkland will be planned:

a) as a focal point for recreational, leisure and social opportunities by being located central to the area or community they service;

b) in a manner that prioritizes street frontage for visibility from the *public realm* to promote *accessibility* and safety, and avoids locations to the rear of adjacent properties and uses;

c) to be accessible by pedestrian, cyclists, transit and motor vehicles, as appropriate;

d) to contribute to the Town's inter-connected system of open spaces that includes parkland, open space and natural areas; and,

e) to incorporate climate change adaptation opportunities as appropriate.

14.4.3 Further to Chapter 10, Public Service Facilities, with respect to parks and school sites:

a) Parks should be located adjacent to school sites and trail connections should be provided to maximize pedestrian access to parks and school sites.

b) Joint use parks and school sites will be encouraged.

c) Minor adjustments to the size and location of a park are permitted subject to Council approval without an amendment to this Plan, provided that the goal of achieving a consolidated park/school site is maintained.

14.4.4 Parkland Design

a) Further to Chapter 7, Design, of this Plan, lands designated Parks and Open Space will be designed to:

i) provide equal opportunity for recreation, exercise, social interaction and leisure by enabling the participation of people of all ages, abilities and interests;

ii) accommodate a range of active and *passive recreational* activities that reflect the classification and intended function of the parks in accordance with the policies of this Plan;

iii) integrate into the fabric of the surrounding community by walkways or open space connections to adjacent facilities, neighbourhoods, natural areas and existing and planned trail systems and cycling routes;

iv) incorporate high quality public amenities that enhance the user experience and provide opportunities for year-round use;

v) maximize the *urban forest* and integrate *green infrastructure* to address the impacts of climate change and extreme weather events through features such as shade trees and structures, *low impact development* measures, permeable surfaces, flood protection, cooling stations, splash pads, wading pools and water fountains;

vi) protect and enhance the Natural Environment System within and adjacent to parks, including the planting and maintenance of native species;

vii) promote public safety and implement the principles of Crime Prevention Through Environmental Design (CPTED) through park size, visibility, orientation, configuration and the location of park amenities and facilities;

viii)

ix) incorporate *cultural heritage resources* and celebrate and/or acknowledge Indigenous placemaking, knowledges, and histories through public art and other commemorative opportunities.;

14.5 Parks Hierarchy

14.5.1 This Plan sets out a hierarchy of parks that are differentiated primarily on the basis of function, size, amenity and population served. The hierarchy consists of:

a) Urban Squares/Parkettes and Privately-owned Parks;

b) Neighbourhood Parks;

c) Community Parks; and,

d) District/Special Purpose Parks.

14.5.2 Urban Squares are publicly accessible with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks.

14.5.3 Neighbourhood Parks will cater to the needs and interests of the residents living within their general vicinity for both organized and unorganized leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports

facilities, informal and formal play areas, and seating areas with shade. The following site criteria will be considered in the provision of a Neighbourhood Park:

a) a minimum area of 2.0 hectares to accommodate a variety of outdoor recreation activities;

b) is centrally located within the neighbourhood with a service radius of about 800 metres to the residential area served, and is unobstructed by major barriers, such as wide or busy roads, rail lines or corridor fences;

c) contains adequate street frontage for visibility and safety and is not adjacent to the residential rear yards;

d) can be linked, where feasible, to the trail network; and,

e) contains unencumbered tableland and is well drained.

14.5.4 The Town may permit a Neighbourhood Park less than 0.8 ha in limited circumstances including neighbourhood inconvenience, an absence of activity opportunities, a shortage of open space alternatives, or where there is a specific urban design or community building objective. In such circumstances, all other provision standards for a Neighbourhood Park should be achieved.

14.5.5 Community Parks are a focus for *active recreation* are centrally located within a Village or *settlement area*. These parks typically contain playing fields for organized sports, splash pads, hard courts. The following site criteria will be considered in the development of a Community Park:

a) a minimum area of 4.0 hectares to accommodate a variety of outdoor recreation activities.

b) is a highly visible focal point for the community, generally located at an intersection of public streets with significant street frontages and accessible by public transit;

c) is well drained and contains unemcumbered tableland to accommodate the needs of the *active recreation* facilities proposed for development;

d) can accommodate sufficient parking and washroom facilities to meet the anticipated demand of park users;

e) is located adjacent to a school site, where feasible and desirable; and,

f) can be linked to the trail network, where feasible.

14.5.6 District/Special Purpose Parks are multi-purpose parks which serve the entire community and offer a specialized service. They are designed as destination parks that attract sport tournaments and events. This classification applies to community centres, village centres, arenas, pools, specialty parks and multi-field sport parks. The following site criteria will be considered in the development of a District/Special Purpose Park:

a) is a highly visible focal point for the community, generally located at an intersection of public streets with significant street frontages and accessible by public transit;

b) can accommodate multi-field facilities, including high quality lit and irrigated sport fields;

c) can accommodate sufficient parking and washroom facilities to meet the anticipated demand of park users; and,can be linked or integrated into the trail network, where feasible.

14.5.7 To maintain, establish and promote a connected system of a publicly accessible parks and open space system, the Town will establish connections between Town-owned parkland and facilities that are operated by other agencies or private organizations.

14.6 Privately Owned Publicly Accessible Spaces

Privately owned publicly accessible spaces (known as POPS) contribute to the *public realm* but remain privately owned and maintained. They do not replace the need for new public parks and open spaces. However, Part G, section 26.2, addresses the potential for POPS to be included as part of a parkland contribution calculation.

14.6.1 Privately owned publicly accessible spaces provided through development will:

a) be sited in prominent, highly visible and publicly accessible locations on public street frontages;

b) be designed to be seamlessly integrated and connected to the broader *public realm*;

c) be designed and programmed for users of a variety of ages and abilities to serve the local population;

d) include amenity areas, seating, public art, landscaping and *stormwater* capture, where appropriate, as determined through the development review process; and,

e) have signage to identify the space as being publicly accessible, in compliance with the Town's Sign By-law;

f)

14.6.2 Small-scale, short-term commercial uses or vendors may be permitted to animate a privately owned publicly accessible space, subject to Town by-laws.

14.6.3 The Town may enact a by-law and establish procedures and design standards for privately owned publicly accessible spaces to address matters including accessibility, materials, maintenance, safety and liability.

14.7 Cemeteries

Cemeteries can be designed to contribute space and multi-purpose landscape features to parks and open space networks that complement the surrounding community. The sizeable and permanent land requirements associated with cemeteries and the benefits they offer when effectively integrated as part of the urbanized community make it necessary to proactively plan long-term for their land use when establishing emerging development areas.

14.7.1 The Town will:

a) consider the long-term planning for the cemetery land use in Caledon;

b) ensure that cemetery land use growth be effectively and accessibly integrated into Caledon's future urban development areas, and *rural areas*, to the benefit of the community as a whole;

c) promote cemetery land use growth as a function of place making through enhanced connectivity with *passive recreational* and open space uses;

d) recognize the cultural heritage significance, future opportunities and maintenance requirements for all scale of cemeteries in Caledon; and,

e) undertake a cemetery land use needs assessment, develop and adopt a resulting Strategic Cemetery Plan within five years, to clarify, strategize and address issues of long-term cemetery demand planning for the Town.

14.7.2 When considering applications for new cemeteries or the enlargement of existing cemeteries, the Town will have regard for the following matters, pursuant to the *Planning Act*, the *Funeral, Burial and Cremation Services Act*, the *Ontario Heritage Act*, and all other policies of this plan:

a) the impact of traffic on surrounding properties and the transportation network;

b) the appropriate limitation of access and egress points;

c) the adequacy of parking and internal traffic circulation;

d) the use of tree planting and landscaping, particularly encouraging the use of native species, to complement the plot plan, existing contours and the surrounding area;

e) the provision of screening, where deemed appropriate;

f) the soil and sub-soil conditions including drainage;

g) natural heritage features, functions and *linkages* as well as environmental and ecosystem impacts;

h) massing and the relationship of proposed buildings to each other and to adjacent roads and properties; and,

i) the financial ability of the proponent to be able to provide perpetual care and maintenance so that the Town reduces the future possibility of having to assume an abandoned cemetery.

14.7.3 Development of new or expanded cemeteries will require a needs analysis, completed to the satisfaction of the Town, that takes into account established cemetery planning practices and factors that include:

a) the availability of land within the Urban Areas to accommodate new cemetery development;

b) the potential for existing cemetery sites in the Urban Areas to intensify and/or expand to satisfy future needs;

c) the potential for other existing cemetery sites outside of the Urban Areas to intensify and/or expand to satisfy future needs;

d) the impact of increasing cremation rates on the need for additional cemetery land;

e) the demand for burial and cremation options based on the cultural and religious preferences of the existing and future population of the Town; and,

f) the potential for establishing *linkages* between new or expanded cemetery development and existing or new parks network elements.

14.7.4 In order to manage land used for new and expanded cemetery development, applications will be supported by a site development plan that demonstrates how the cemetery will be designed to manage land consumption. In addition to the above:

a) Traffic impact studies, environmental impact studies and hydrogeological assessments prepared in accordance with the policies of this Plan will be required;

b) Opportunities to enhance *key natural heritage features*, *key hydrologic features* and other natural heritage features and areas will be explored to determine if the potential exists to enhance biodiversity and upgrade or maintain *linkages* as part of the larger natural heritage and *passive recreational* systems; and,

c) If the lands under application are subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or the Greenbelt Plan, the policies of those Provincial plans are required to be satisfied as well.

14.7.5 New cemeteries proposed in the *prime agricultural area* designation will require an Amendment to this Plan. In considering such an application, it will be demonstrated that:

a) alternative locations for the new cemetery have been evaluated and there are no reasonable alternative locations which avoid *prime agricultural areas* and there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands;

b) the geographic continuity of the *prime agricultural area* designation and the functional and economic connections to the *agri-food network* will be maintained and enhanced;

c) adverse impacts on the *agricultural system* will be avoided, and if avoidance is not possible, minimized and mitigated and where mitigation is required, measures will be incorporated within the new cemetery as appropriate;

d) *negative impacts* on the *agri-food network* are assessed, and if these impacts are unavoidable, the impacts will be minimized and mitigated to the extent feasible; and,

e) the proposed use or expansion complies with applicable m*inimum distance separation formulae*.

14.7.6 The Town will continue to maintain abandoned cemeteries as required under the *Funeral, Burial and Cremation Services Act*.

15. SOURCE WATER PROTECTION

The quantity and quality of drinking water can be adversely affected by incompatible activities and land uses which have the potential to contaminate or reduce the supply of drinking water sources. The *Clean Water Act* provides a framework through which municipalities can protect existing and future sources of municipal drinking water and requires the preparation of source protection plans.

A source water protection plan is a watershed-based strategy containing policies which direct how the *quality and quantity* of municipal drinking water supplies will be protected. In the Town of Caledon, the Credit Valley Conservation –Toronto and Region Conservation – Central Lake Ontario , and South Georgian Bay – Lake Simcoe Source Protection Committees have led the preparation of source water protection plans, both of which apply to various portions of the Town.

In the Town of Caledon municipal drinking water supplies and provision are managed by the Region of Peel, with the Town of Caledon providing support in the implementation of the source protection plans through applicable land use planning policies that have been incorporated into the Town Official Plan. Source water protection plans are living documents that undergo frequent amendments because of the changes in drinking water systems, technical rule changes, and updates in technical studies. As a result, the source water protection policies of this Plan are to be read in conjunction with the source water protection plans. Source water protection plans take precedence over the policies of this Plan to the extent of any conflict.

15.1 Objectives

The planning objectives for source water protection are as follows:

a) support a multi-barrier approach to protecting the quantity and quality of existing and future drinking water sources from incompatible land uses and significant drinking water threats;

b) ensure that a drinking water threat activity ceases to be a significant drinking water threat does not become a significant drinking water threat; and,

c) collaborate with the Region of Peel and other applicable agencies to promote the stewardship of drinking water sources.

15.2 Mapping

15.2.1 *Wellhead protection areas* in Caledon are identified on Schedule D6, Wellhead Protection Areas.

15.2.2 Areas of high aquifer vulnerability in Caledon are identified on Schedule D5, Oak Ridges Moraine Areas of High Aquifer Vulnerability.

15.2.3 *Significant groundwater recharge areas* and *highly vulnerable aquifers* in Caledon are identified on Schedule D3a, Highly Vulnerable Aquifers, and Schedule D3b, Significant Groundwater Recharge Areas.

15.2.4 *Issue contributing areas* in Caledon are identified on Schedule D6, Wellhead Protection Areas.

15.3 Wellhead Protection Areas and Issue Contributing Areas

15.3.1 Development and *site alteration* within a vulnerable area will be subject to study requirements for the assessment of potential threats to a municipal drinking water source, in accordance with applicable source protection plan requirements. These studies will determine whether development or *site alteration* will be restricted, prohibited or regulated.

15.3.2 *Wellhead protection areas*, and *issue contributing areas* in Caledon, will be protected and managed in a manner which ensures the sustained integrity of the groundwater resource.

15.3.3 All land uses, except residential land uses, will be designated as restricted land uses in accordance with Section 59 of the *Clean Water Act*, in all areas where drinking water threat activities are, or would be, a significant drinking water threat, for the purpose of implementing a Prohibition (*Clean Water Act*, Section 57) or a Risk Management Plan (*Clean Water Act*, Section 58) in accordance with the applicable source protection plan.

15.3.4 All applications for development and *site alteration* within a wellhead protection area or *issue contributing area* will be circulated to the Region of Peel Risk Management Official for review to determine whether Prohibition (*Clean Water Act*, Section 57) or Regulated Activities (*Clean Water Act*, Section 58), applies to the activity for which the land is to be used.

15.3.5 Applications for development and *site alteration* in a wellhead protection area or *issue contributing area* will be required to submit a source water disclosure report and Notice (*Clean Water Act*, Section 59) as part of a complete application, as required.

15.3.6 The following development or *site alteration* in *wellhead protection areas* and *issue contributing areas* will be prohibited or restricted where the development or *site alteration* is a significant drinking water threat, in accordance with the applicable source protection plan:

a) waste disposal sites;

b) septic systems;

c) *stormwater management ponds*;

d) sanitary sewers and related *infrastructure*;

e) sewage treatment plants;

f) parking lots, roadways and sidewalks;

g) storage facilities for:

i) agricultural source material;

ii) non-agricultural source material;

iii) commercial fertilizers;

iv) pesticides;

v) road salt;

vi) snow storage;

vii) fuel;

viii) dense non-aqueous phase liquids (DNAPL);

ix) organic solvent; and,

h) outdoor confinement or farm animal yard.

15.4 Credit Valley/Toronto and Region/Central Lake Ontario (CTC) Source Protection Plan Area Policies

15.4.1 Waste Disposal

a) The use of land for the following types of waste disposal facilities will be prohibited in *wellhead protection areas* A and B with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 9 and *issue contributing areas* for nitrates or pathogens where the use would be a significant drinking water threat:

i) storage, treatment, and discharge of tailings from mines;

ii) landfarming of petroleum refining waste;

iii) landfilling of *hazardous waste*;

iv) landfilling of municipal waste;

v) landfilling of solid non-hazardous industrial or commercial waste;

vi) *liquid industrial waste* injection into a well;

vii) storage of hazardous or *liquid industrial waste* at large facilities such as landfills and transfer stations; and,

viii) storage of wastes described in clauses (p), (q), (r), (s), (t) or (u) of the definition of "*hazardous waste*", or in clause (d) of the definition of "*liquid industrial waste*" at large facilities such as landfills and transfer stations in Section 1 of Regulation 347 (General – Waste Management) R.R.O. made under the *Environmental Protection Act*.

15.4.2 Stormwater Management

a) The use of land for the establishment of a new *stormwater* management facility will be prohibited in wellhead protection area A, where the discharge, including infiltration, of *stormwater* to land or surface water would be a significant drinking water threat.

b) The use of land for the discharge of *stormwater* to land or surface water from a *stormwater* management facility will be restricted in wellhead protection area B with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 8 or greater, and in *issue contributing areas* for nitrates, pathogens or chloride, where the activity would be a significant drinking water threat. The use of

land for the discharge of *stormwater* shall only be permitted if it has been demonstrated through an approved environmental assessment or similar planning process that the location of the discharge from a *stormwater* management facility is the preferred alternative and the safety of the drinking water system has been assured.

15.4.3 Sanitary Sewers and Related Pipes

a) Development dependent on sanitary sewers and related pipes will be restricted in *wellhead protection area* A, *wellhead protection area* B with a vulnerability score of 10, and in *issue contributing areas* for nitrates or pathogens. New development dependent on sanitary sewers and related pipes shall only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sanitary sewer and related pipes is the preferred alternative, and the safety of the drinking water has been assured.

15.4.4 Storage of Sewage

a) The use of land for the establishment of sewage storage facilities will be prohibited in *wellhead protection area* A with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 9 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens, where the activity would be a significant drinking water threat.

b) The use of land for the establishment of sewage storage facilities will be restricted in *wellhead protection area* B with a vulnerability score of 8 or greater, *wellhead protection area* C with a vulnerability score of 8, and *issue contributing areas* for nitrates or pathogens. The use of land for sewage storage facilities shall only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sewage storage facility is the preferred alternative, and the safety of the drinking water system has been assured.

15.4.5 Sewage Works

a) Development dependent on the establishment of sewage works will be prohibited where the sewage works discharge would be a significant drinking water threat and the discharge is to surface water from:

i) combined sewer discharge from a *stormwater* outlet to surface water or sewage treatment plant bypass discharge to surface water in *wellhead*

protection area E with a vulnerability score of 8 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens;

ii) industrial effluent discharges in *wellhead protection area* E with a vulnerability score of 8 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates, pathogens or chloride; and,

iii) sewage treatment plant effluent discharges including lagoons in *wellhead protection area* A and B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 8 or greater, and in a *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens.

15.4.6 Road Salt

a) New parking lots greater than 2000 square metres will be prohibited in *wellhead protection area* A not in an *issue contributing area* for sodium or chloride and new parking lots greater than 200 square metres will be prohibited in *wellhead protection area* A in an *issue contributing area* for sodium or chloride, where the application of road salt to parking lots would be a significant drinking water threat.

b) A salt management plan will be required as part of a complete application in *wellhead protection area* B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 9 or greater, and in *issue contributing areas* for sodium or chloride, where the application of road salt is a significant drinking water threat.

c) A salt management plan is encouraged as part of a complete application in all areas where the application of road salt would be a moderate or low drinking water threat, in *wellhead protection area* A with a vulnerability score of 10, *wellhead protection area* B with a vulnerability score of 10 or less, *wellhead protection area* C, *wellhead protection area* D, *wellhead protection area* E with a vulnerability score of 4.5 or greater and less than 9, and in *highly vulnerable aquifers*. .

d) Salt management plans will set out mitigation measures to minimize and reduce the use of salt including but not limited to the design of parking lots, roadways and sidewalks to avoid ponding of water, and directing *stormwater* discharge outside of vulnerable area where possible.

15.4.7 Water Quantity Threats – Water Taking

a) New development will only be permitted in *wellhead protection area* Q1, if:

i) the development does not require a new or amended permit to take water; or,

ii) a new or amended permit to take water is required that prior to final approval, the Ministry of Environment, Conservation and Parks has determined that the proposed taking will not become a significant drinking water quantity threat.

b) *Settlement area* expansions will only be permitted in a *wellhead protection area* Q1 subject to a municipal comprehensive review where the applicable Provincial planning criteria have been met and the following has been demonstrated:

i) the aquifer has sufficient capacity to sustainably provide municipal water services to the expanded *settlement area*;

ii) the expansion will not adversely impact the aquifer's ability to meet the municipal water supply requirements for current and planned service capacity, for other permitted takings, or for wastewater receiving bodies; and,

iii) the hydrological integrity of municipal wells will be maintained.

15.4.8 Water Quantity Threats – Recharge Reduction

a) New development or *site alteration* will only be permitted in *wellhead protection area* Q2, where a reduction of recharge to the aquifer is a significant drinking water threat by:

i) requiring new development and *site alteration*, except *agricultural uses*, to implement best management practices such as *low impact development* with a goal to maintain predevelopment recharge, when feasible;

ii) requiring that all site plan and subdivision applications for major residential, commercial, industrial and institutional development provide a water balance assessment to the satisfaction of the municipality, which addresses each of the following requirements:

- the maintenance of pre-development recharge to the greatest extent feasible through best management practices such as *low impact development*, minimizing *impervious surfaces*, and lot level infiltration;

- where pre-development recharge cannot be maintained on site, implement and maximize off-site recharge enhancement within the same *wellhead protection area* Q2 to compensate for any predicted loss of recharge from the development;

- for new development excluding a minor variance within the *wellhead protection area* Q2 and in an *issue contributing area* for sodium, chloride or nitrates, the water balance assessment shall consider water quality when recommending best management practices and address how recharge will be maintained and water quality will be protected; and,

- Requirements shall be implemented to the extent feasible and practicable given the specific circumstances of a site and off-site recharge opportunities. Agricultural, agricultural related and *on-farm diversified uses* are exempt from this requirement if the total *impervious surface* does not exceed 10 per cent of the lot.

b) *Settlement area* expansions will only be permitted in *significant groundwater recharge areas* in *wellhead protection area* Q2 as part of a municipal comprehensive review where it has been demonstrated that recharge functions will be maintained.

15.4.9 Applicability of Policies to Existing Threat Activities

a) The above policies applicable to the CTC Region Source Protection Plan do not apply to existing threat activities in accordance with the provisions of the source protection Plan.

15.5 South Georgian Bay Lake Simcoe Source Protection Plan Area Policies

15.5.1 Road Salt

a) A risk management plan will be required as part of a complete application in *wellhead protection areas*, where the application of road salt is a significant drinking water threat. New development shall be subject to site plan control to ensure that where possible, the extent and location of *impervious surfaces* are minimized, site grading and drainage is designed to reduce ponding, and runoff is directed outside of vulnerable areas or to storm sewers.

15.5.2 Stormwater Management

a) New *stormwater* management facilities will be required to be designed to a standard that reduces the risk of contaminating drinking water, and where possible directs the discharge of *stormwater* outside of *wellhead protection areas*, where the activity would be a significant drinking water threat.

15.5.3 Sewage System Infrastructure

a) New private or public sewage system *infrastructure* is to be located outside of *wellhead protection areas* and *issue contributing areas*, where the activity would be a significant drinking water threat.

b) A master environmental servicing plan or an equivalent plan will be required as part of a complete application in all vulnerable areas to avoid locating development, *infrastructure*, *stormwater management pond* discharges and sanitary sewers and related pipes in all vulnerable areas where the *infrastructure* would be a significant drinking water threat.

15.5.4 Septic Systems Under the *Building Code Act*

a) New development dependent on septic systems regulated under the *Building Code Act* will only be permitted in *wellhead protection areas* and *issue contributing areas*, where septic systems would be a significant drinking water threat, if the lot size for any development is based on the most current provincial guideline for individual on-site servicing. Lots of record that existed on the date of effect of the source protection plan are exempted.

15.5.5 Applicability of Policies to Existing Threat Activities

a) The above policies applicable to the South Georgian Bay Lake Simcoe Region Source Protection Plan do not apply to existing threat activities in accordance with the provisions of the source protection Plan.

15.6 Wellhead Protection in the Oak Ridges Moraine Conservation Plan Area

15.6.1 Wellhead Protection

a) The Region of Peel is responsible to undertake studies and modelling to determine the location and the extent of *wellhead protection areas* for all existing and future municipal wells within the Oak Ridges Moraine Conservation Plan Area. Any changes or refinements to the *wellhead protection areas* identified in this Plan shall require an amendment to the Official Plan that must be supported by ground water studies prepared to the satisfaction of the Region and the relevant approval authority.

b) The storage of petroleum fuels; petroleum solvents and chlorinated solvents; pesticides, herbicides and fungicides; construction equipment; inorganic fertilizers; road salt; contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and, the generation and storage of *hazardous waste* or *liquid industrial waste* within *wellhead*

protection areas in the Oak Ridges Moraine Conservation Plan Area, corresponding to the 0-2, 2-10, and 10-25 years of time of travel zones, except by an individual for personal or family use, will be prohibited or restricted, except in accordance with the requirements of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations.

c) The establishment of new storage of animal manure, animal agriculture, and the storage of agricultural equipment, which was commenced after November 15, 2001, is prohibited in the 0-2 time of travel zone within every wellhead protection area in the Oak Ridges Moraine Conservation Plan Area, in accordance with the Oak Ridges Moraine Conservation Plan. The prohibition of *agricultural uses* does not apply to agricultural land if the owner or operator complies with the standards established under the *Nutrient Management Act*, and any applicable requirement under the *Clean Water Act*, except in accordance with Section 6(1) and Section 28(3) of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations.

15.6.2 Areas of High Aquifer Vulnerability

a) The following uses will not be permitted in areas of high aquifer vulnerability within the Oak Ridges Moraine Conservation Plan Area, except in accordance with Section 6(1) and Section 29(1.1) of the Oak Ridges Moraine Conservation Plan and subject to jurisdictional limitations:

i) the generation and or storage of *hazardous waste* or liquid waste;

ii) the establishment of waste disposal sites and or facilities, organic conditioning sites, and snow storage and disposal facilities;

iii) the establishment of underground and or above ground storage tanks that are not equipped with an approved secondary containment device; and,

iv) the storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

b) The prohibition of *agricultural uses*, associated development or *site alteration* outlined in section 15.7.1 c) does not apply to agricultural land if the owner or operator complies with the standards established under the *Nutrient Management Act*.

15.6.3 New rapid infiltration basins and rapid infiltration columns will be prohibited within the Oak Ridges Moraine Conservation Plan Area.

15.6.4 Waste disposal sites and organic soil conditioning sites will be prohibited in Natural Core Areas, Natural Linkage Areas, *key natural heritage features*, *key hydrologic features*, and related minimum *vegetation protection zones*, in accordance with the Oak Ridges Moraine Conservation Plan Area.

16. NATURAL AND HUMAN-MADE HAZARDS

There are *natural hazards* and human-made hazards across the Town including ravine, valley, river and stream corridors, flood plains *hazardous sites* and *hazardous lands* that may pose threats to human life and risk of damage to property.

Natural hazards or potential hazards include areas along ravines, valleys, rivers, streams, and riverine flood plains that are susceptible to flooding, erosion and/or unstable slopes, and include lands with hazardous forest types for wildland fire that are susceptible to wildland fire. Naturally occurring hazards will be accelerated by climate change and human activity and impact the *ecological integrity* of the Natural Heritage System.

Human-made hazards may include hazards associated with oil and gas wells, mineral aggregate operations, and petroleum resource operations. Hazards occur when sites have not been properly rehabilitated during or after use.

16.1 Objectives

16.1.1 The planning objectives for *natural hazards* are as follows:

a) ensure that development and *site alteration* are not permitted in areas where site conditions or their location, including on lands containing human-made hazards, may pose a danger to public safety, public health or result in property damage;

b) maintain a coordinated approach to the use of the land and the management of water resources in areas subject to flooding to minimize social disruption;

c) ensure that methods used to protect existing development at risk from *natural hazards* in the Town do not negatively impact the *ecological integrity* of the Natural Environment System; and,

d) ensure that the impacts of a changing climate are embedded in the management of risks associated with *natural hazards* in the Town.

16.2 General Policies

16.2.1 The Town will support and implement work by the Region and Conservation Authorities to identify areas at risk from *natural hazards* where development is to be restricted and/or prohibited, based on spatial analysis and climate projections. For already-developed areas, the Town will :

a) implement mapping from the Conservation Authorities of flood plains, *hazardous lands*, *hazardous sites*, known human-made hazards and lands regulated under the *Conservation Authorities Act*;

b) identify permitted land uses and implement minimum setback standards within and adjacent to flood plains, *hazardous lands*, *hazardous sites*, human-made hazards, and lands regulated under the *Conservation Authorities Act*, in accordance with the Conservation Authorities' requirements, where applicable; and,

c) prohibit development and *site alteration* in areas that would become inaccessible to people and vehicles during times of *flooding hazards* or erosion hazards, unless it has been demonstrated that the site has safe access and egress appropriate for the development and the *natural hazard.*

16.2.2 The Town will, in consultation with the Region and the Conservation Authorities, not issue a building permit for a vacant *existing lot of record* that is within the Natural Features and Areas designation and is subject to *natural hazards*, such as flooding, erosion, or slope instability. The Town may issue a building permit where:

a) it is demonstrated through appropriate studies and investigations, to the satisfaction of the Town and other relevant agencies, that the lot, or a portion of the lot large enough for the proposed use is not subject to such hazards; or,

b) the hazards can be mitigated in a manner consistent with the policies of this Plan and other relevant agencies through the

equired implementation of *low impact development, green infrastructure* and/or *stormwater* management practices ..

16.2.3 The requirements of the Town, the Conservation Authorities and other agencies to address *natural hazards* and human-made hazards, including all necessary flood-proofing measures, will be implemented through conditions of development approval.

16.2.4 *Hazardous lands* that are excluded from development will be deemed to be designated Natural Features and Areas and will be zoned accordingly.

16.2.5 The Town will work with adjacent municipalities, Conservation Authorities and other partners to develop tools and strategies to address impacts on *infrastructure* and *hazardous lands* management resulting from the effects of climate change.

16.3 Ravine, Valley and Stream Corridor and Erosion Hazards

16.3.1 The objective of the policies in this section is to prevent or minimize the risk to human life and property associated with erosion and/or slope instability.

16.3.2 The Town will support the policies and programs of the Conservation Authorities related to ravine, valley and stream corridor erosion hazard management and protection.

16.3.3 The Town will support non-structural risk management measures, where appropriate.

16.3.4 The Town will prohibit development and *site alteration* within the erosion hazard limit, unless the following conditions can be met to the satisfaction of the Town and Conservation Authority:

a) the erosion and/or slope instability hazards can safely be addressed;

b) new hazards will not be created and existing hazards will not be aggravated;

c) there will be no adverse environmental effects;

d) safe access will be maintained for people and vehicles entering and exiting the area during times of erosion emergencies, *flooding hazards* and erosion hazards; and,

e) the development and *site alteration* will be carried out in accordance with established standards and procedures.

16.3.5 The Town will prohibit the creation of additional tableland within valleylands, stream corridors and associated setbacks.

16.3.6 The Town will prohibit the creation of new lots within valley and stream corridors, erosion hazard areas and associated setbacks.

16.4 Riverine Flood Plains and Special Policy Areas

The Province's flood plain management policies generally state that no development or redevelopment will be permitted in areas below the regulatory flood elevation, as defined by the applicable Conservation Authority. The objective of the policies in this section is to prevent or minimize the risk to human life and property associated with development, redevelopment and *site alteration* in flood susceptible riverine environments.

16.4.1 The Town will:

a) direct development and *site alteration* to areas outside the regulatory flood plain;

b) continue to address riverine flood susceptibility through the application of flood plain planning using the two zone and s*pecial policy area* concepts outlined in Provincial policy; and,

c) conduct a comprehensive review of existing developments that are flood vulnerable, in consultation with the Conservation Authorities, to evaluate and implement flood remediation measures to decrease risk, as appropriate.

16.4.2 The Town will, upon receipt of revised flood plain mapping from the Conservation Authorities conduct the necessary studies to determine the appropriate approach to mitigating flood risk. Study findings may indicate the need to undertake area-specific remediation works and changes in land use designations.

16.4.3 The Town will work with the Toronto and Region Conservation Authority and the Credit Valley Conservation Authority in the establishment and operation of a flood warning and evacuation system.

16.4.4 The Town will obtain approvals from the Ministry of Natural Resources and Forestry, and the Ministry of Municipal Affairs and Housing before it:

a) designates a new *special policy area*;

b) changes or modifies the site-specific policies of an existing *special policy area*;

c) changes or modifies the land use designation or boundaries of an existing *special policy area*; or,

d) proposes revisions to the boundaries or policies of an existing *special policy area*.

16.4.5 No new development, redevelopment or *site alteration* will be permitted where it has been identified by the Town or Conservation Authority that:

a) the property would be subjected to flood velocities and/or depths that would create an unacceptable risk to life or property;

b) the property would be susceptible to major structural damage due to a flood less than or equal to the regulatory flood elevation;

c) the necessary flood protection measures would have a negative impact on adjacent properties; or,

d) adverse downstream and/or upstream impacts would be created or exacerbated, and/or an increase in risk to life or property would occur, as a result of flooding.

16.4.6 For public safety purposes, the following uses will be prohibited on any parcel of land that is wholly or partially designated as a *special policy area*:

a) new or expanded hospitals, long-term care homes, *retirement homes*, special needs housing, day nurseries, day cares or schools;

b) emergency service facilities such as fire, police or ambulance stations;

c) electrical substations; or,

d) uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

16.4.7 Proponents of new development and redevelopment within a *special policy area* may be required to submit an *environmental impact study* and management plan, prepared to the satisfaction of the Town and the Conservation Authority, that:

a) identifies proposed measures of elements that would mitigate risks due to flooding; and,

b) confirms that the proposal would not directly contribute to an increased risk of flooding to life or property and other existing development within the s*pecial policy area*.

16.4.8 The Town's floodproofing requirements will be based on the following alternatives, listed in order of priority, to minimize flood risk and/or meet the required level of flood protection:

a) dry passive floodproofing measures to the extent technically feasible and economically acceptable;

b) wet flood-proofing measures for non-habitable portions of new buildings; or,

c) dry active floodproofing measures in combination with the measures in subsections a) and b).

16.4.9 Safe pedestrian and vehicular access and egress will be required for all buildings pursuant to Provincial policies and technical studies of site-specific flooding conditions.

16.4.10 Prior to the issuance of a building permit, the Town will consult with the Conservation Authority regarding the administration of fill and construction regulations applicable to any proposed flood damage reduction measures, which may include setbacks, basement elevations, the strength of foundation walls, the placement of fill and the restriction of building openings.

16.5 Wildland Fire Hazards

The objective of this section is to prevent or minimize the risk to human life and property associated with development and *site alteration* on or adjacent to lands with hazardous forest types for wildland fire.

16.5.1 The Town, in consultation with the Region of Peel and the Conservation Authorities, will direct development to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire unless the risk is mitigated in accordance with wildland fire assessment and mitigation standards, and provincial objectives and policies. Refer to the Region of Peel Official Plan, Figure 9, Potential Locations of Hazardous Forest Types for Wildland Fire.

16.6 Other Natural and Human-made Hazards

The objective of the policies in this section is to ensure that new development and *site alteration* address other *natural hazards* and human-made hazards as appropriate.

16.6.1 The Town will:

a) prohibit, where appropriate, development on, abutting, or adjacent to lands affected by human-made hazards such as oil, gas and salt hazards, or former mineral aggregate operations, in accordance with the objectives and policies in this Plan and provincial policy;

b) require rehabilitation or other measures to address and mitigate known hazards;

c) ensure that appropriate setbacks are applied to development in accordance with Provincial regulations; and,

d) prior to any proposed use, require that sites with contaminants on land or in water are assessed and remediated as necessary to ensure no adverse effects.

Part E: Rural System

17. Agricultural Area and Rural Lands E-1
17.1 Objectives E-1
17.2 General E-2
17.3 Agriculture-related Uses E-4
17.4 On-farm Diversified Uses E-5
17.5 Cannabis E-9
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17.9 Prime Agricultural Area Designation E-15
17.10 Rural Lands Designation E-17
17.11 Rural Economic Development Area Designation E-19
17.12 Estate Residential Area Designation E-21

18. Villages and Hamlets E-24
18.1 Objectives E-24
18.2 General E-25
18.3 Villages and Hamlets Designation E-28
18.4 Rural Commercial Designation E-30

19. Rural Employment Centres E-32
19.1 Objectives E-32
19.2 Dry Employment Area Designation E-32

20. Mineral Aggregate Resources E-34
These policies will be added through a future phase of the Official Plan Review.

Schedules
E1 Rural System
E2 Alton
E3 Belfountain
E4 Caledon Village
E5 Cheltenham

E6 Mono Mills
E7 Palgrave
E8 Cataract, Melville and Terra Cotta
E9 Claude, Victoria and Campbell's Cross
E10 Mono Road and Albion
E11 Wildfield

17. AGRICULTURAL AREA AND RURAL LANDS

The Town Structure established in Chapter 3 of this Plan establishes a framework for agricultural and rural uses within the Town. The Rural System includes *prime agricultural areas* where agriculture is the primary use and *rural areas* where a wider range of rural uses in addition to agriculture are permitted. The Villages and Hamlets, Rural Employment Centre, and mineral aggregate resources also make up the Town's Rural System. In keeping with the Guiding Principles of this Plan, this Chapter establishes policies and designations that aim to protect agricultural lands and the rural communities in the Town. Schedule E1 includes mapping for the components of the Rural System.

In addition to the policies of this Plan, areas within the Rural System may be subject to the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and Lake Simcoe Protection Plan.

17.1 Objectives

The planning objectives for agricultural areas and *rural areas* are:

a) promote healthy and complete rural communities that collectively contain living, working, and recreational opportunities;

b) promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices* in accordance with provincial standards;

c) promote a diverse, innovative and strong agricultural and rural economy by enhancing the area's capacity to contribute to the economy of the Town through the provision of goods and services, including agricultural, arts and cultural products, the *sustainable* management or use of resources, and through the establishment of diversified rural tourism opportunities;

d) sustain and enhance the viability of the *agricultural system* through protecting agricultural resources, minimizing land use conflicts that impede agricultural activity, providing opportunities to support local food production, and maintaining and improving the *agri-food network*;

e) protect the Town's *prime agricultural area* from fragmentation, development and non-agricultural land uses , including *site alteration* and fill activities that are not consistent with normal farming practices, and which distort the natural landform character of the agricultural area;

f) support the development of uses that highlight the importance and value of the agricultural economy and needs of the *agricultural system*;

g) retain and enhance the visual integrity of the natural landscape and to preserve the rural character of the Town; and,

h) encourage the retention of existing lots of record for *agricultural uses* and discourage the use of these lots for non-*agricultural uses*.

17.2 General

17.2.1 The 1976 Town of Caledon Official Plan, as amended, will remain in effect as it applies to:

a) the Palgrave Estate Residential Community secondary plan area as depicted on Schedules G, H and I to the 1976 Official Plan, as amended;

b) Inglewood Village plan area as depicted on Schedule M to the 1976 Official Plan, as amended; and,

c) mineral aggregate resources town-wide, lands designated Extractive Industrial Area on Schedule A and lands identified as CHPMARA (i.e., Caledon High Potential Mineral Aggregate Resource Area) or Licensed Pit/Quarry on Schedule L1 to the 1976 Official Plan, as amended.

17.2.2 Land Use Compatibility

a) Where *agricultural uses* and non-*agricultural uses* interface outside of *settlement areas*, land use compatibility will be achieved:

i) in accordance with all applicable Municipal by-laws;

ii) in accordance will all Provincial requirements, including Provincial Plans and Minimum Distance Separation, as applicable;

iii) by avoiding adverse impacts on the *agricultural system*, where possible; and,

iv) in instances where avoidance of adverse impacts on the *agricultural system* is not possible, by minimizing and mitigating adverse impacts on the *agricultural system* in accordance with Provincial requirements.

b) Where subsection a) requires mitigation, measures should be incorporated as part of the non-*agricultural uses*, as appropriate, within the area being developed.

17.2.3 Where *agricultural uses* are permitted by this Plan, a full range of value-retaining facilities that process agricultural commodities are also permitted. Examples of agriculture-based value-retaining facilities include facilities involving refrigeration (cold storage), controlled-atmosphere storage, freezing, cleaning, grading, drying (e.g., grains, oilseeds, tobacco), as well as simple, bulk packaging that helps maintain the quality of farm commodities. Value-retaining facilities may also include operations that provide a minimum amount of processing to make a farm commodity saleable, such as grading eggs, evaporating maple syrup and extracting honey.

17.2.4 In order to provide farmers with the ability to carry out *normal farm practices*, all new development within Prime Agricultural Area and Rural Lands will be set back from agricultural operations in accordance with the applicable Provincial minimum distance separation formula and guidelines, or in accordance with the zoning by-law, as amended. In addition, new and/or expanded livestock facilities will be set back from existing non-*agricultural uses* in accordance with the applicable Provincial minimum distance separation formula.

17.2.5 An official plan amendment will be required to permit the following non-agricultural uses in the prime agricultural area:

a) limited non-residential uses, provided that all of the following are demonstrated:

i) the proposed use complies with the minimum distance separation formulae;

ii) there is an identified need within the planning horizon of this Plan for additional land to be designated to accommodate the proposed use; and

iii) alternative locations have been evaluated, and

- there are no reasonable alternative locations that avoid prime agricultural areas, to the satisfaction of the Town; and

- there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands, to the satisfaction of the Town.

17.2.6 The full range of existing and new *agricultural uses*, *agriculture-related uses*, on-farm diversified uses, and *normal farm practices* within the Natural Heritage System for the Growth Plan will be permitted subject to the Growth Plan and the policies of this Plan. New buildings or structures for *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses* are not subject to the policies applicable to the Natural Heritage System for the Growth Plan, except for policies that apply to *key natural heritage features*, *key hydrologic features* and key hydrologic areas.

17.3 Agriculture-related Uses

17.3.1 Where *agriculture-related uses* are permitted by this Plan, the policies of this section apply. On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, *agriculture-related uses* will be subject to the relevant policies of these Plans in addition to the policies in this Plan. In case of conflict, refer to Part A.

17.3.2 A full range of value-added facilities that process agricultural commodities into new forms or products that enhance their value are permitted. Examples include pressing apples and bottling cider, wine-making, grain milling, produce preserving, chopping, canning and indoor storage, grain roasting for livestock feed and retail-oriented packaging.

17.3.3 Where an *agriculture-related use* is permitted by this Plan, it will be demonstrated that the proposed use:

a) is a farm-related commercial and/or farm-related industrial use;

b) is directly related to existing agricultural operations in the area;

c) will support agriculture;

d) will benefit from being in close proximity to *farm operations*;

e) will provide direct products and/or services to *farm operations* as a primary activity;

f) will be *compatible* with and will not hinder surrounding agricultural operations;

g) will be at a scale and intensity of operation that is appropriate for the site and the surrounding area;

h) does not generate potentially conflicting off-site impacts;

i) is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;

j) meets all applicable air emission, noise, water and wastewater standards and receives all relevant environmental approvals;

k) enhances the agricultural and rural character of the area and promotes where possible the preservation of *built heritage resources* and *cultural heritage*

landscapes and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings; and,

l) is located to minimize the amount of land removed from agricultural production.

17.3.4 The development of residential uses and *agriculture-related uses* in the same building is not permitted.

17.3.5 New *agriculture-related uses* will require a site-specific re-zoning to ensure that all relevant criteria in section 17.4.9 are met before the use is established. In considering an application to develop an *agriculture-related use*, the Town will consider the cumulative impact of multiple *agriculture-related uses* in *prime agricultural areas* and may request additional studies.

17.3.6 *Agriculture-related uses* will be subject to site plan control to address site specific issues and ensure no *adverse effects* on the viability of surrounding uses, to the satisfaction of the Town.

17.3.7 Agriculture-related uses will be subject to all applicable Municipal By-law and zoning requirements.

17.4 On-farm Diversified Uses

Where *on-farm diversified uses* are permitted by this Plan, the policies of this section apply.

17.4.1 On lands subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, *on-farm diversified uses* will be subject to the relevant policies of these Plans in addition to the policies in this Plan. In case of conflict, refer to policy Part A.

17.4.2 *On-farm diversified uses* will be subject to all applicable Municipal By-law and Zoning requirements.

17.4.3 For the purposes of this Plan, *on-farm diversified uses* will be located on a property that is in active *agricultural use* and used as a farm, are uses that are secondary to the principal *agricultural use* of the property and are limited in area.

17.4.4 *On-farm diversified uses* will be subject to site plan control to address site specific issues and ensure no *adverse effects* on the viability of surrounding uses, to the satisfaction of the Town.

17.4.5 The following uses are considered to be *on-farm diversified uses*, subject to meeting the criteria set out in section 17.3.5 and conformity with Provincial Plans:

a) *agri-tourism uses*, such as bed and breakfast establishments, farm machinery and equipment exhibitions, farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, and small-scale farm theme playgrounds for children;

b) animal kennels;

c) farm event venues that are used for weddings and other celebrations, corporate events;

d) farm experience and education activities;

e) farm wineries, farm cideries, *farm microbreweries*, *farm distilleries* and ancillary uses such as processing, bottling, storing and retail sales, tours, and hospitality rooms, provided the majority of the product is produced on the lands;

f) home industries, including small-scale manufacturing, fabrication and/or processing;

g) home occupations;

h) retail uses (such as farm gate sales) where the majority of the commodities for sale are produced or manufactured on the farm;

i) uses that produce value-added products; and,

j) veterinary clinics.

17.4.6 The minimum lot area for an on-farm diversified use is 4.0 hectares, and no less than 40 per cent of the lot is required to be in active *agricultural use* to qualify for this permission

17.4.7 The maximum size of an on-farm diversified use is 4.0 per cent of the lot area and the maximum percentage of the 4.0 per cent lot coverage that can be used for buildings and structures is 35 per cent, up to a maximum of 3,500 square metres. Proposals that exceed this cap may be considered subject to a Zoning By-Law Amendment and without the need for an Official Plan Amendment subject to meeting the criteria in section 17.4.9.

17.4.8 The area of an on-farm diversified use includes:

a) laneways and driveways accessing the on-farm diversified use if not shared with the principal *agricultural use* of the property;

b) parking and loading areas devoted solely to the on-farm diversified use if they are designed in such a way to preclude their use for agricultural purposes;

c) the floor area of all buildings and structures constructed after April 30, 2014 used for the on-farm diversified use (the floor area of buildings and structures constructed prior to April 30, 2014 is not counted to encourage the adaptive re-use of existing buildings); and,

d) any outdoor storage areas, patio areas and areas used for *infrastructure* that supports the on-farm diversified use such as *stormwater management ponds*, fire-fighting ponds and tile fields.

Lands that were previously not used for agriculture that are proposed to be used for an on-farm diversified use will generally not be counted towards the area calculation.

17.4.9 The implementing Zoning By-law will permit an on-farm diversified use that covers up 2.0 per cent of the lot area up to one hectare and the maximum percentage of the 2.0 per cent lot coverage that can be used for buildings and structures is 20 per cent, up to a maximum of 1,000 square metres. An application to increase the permitted lot coverage beyond two per cent to a maximum of four per cent will require a re-zoning, where it must be demonstrated that the proposed on-farm diversified use:

a) will be secondary to the principal *agricultural use* of the property;

b) will be *compatible* with and will not hinder surrounding agricultural operations;

c) will be at a scale and intensity of operation that is appropriate for the site and the surrounding area;

d) will be supported by adequate on-site parking facilities, in addition to the parking required for the principal use on the property, with such parking provided in locations *compatible* with surrounding land uses;

e) is generally located within the existing farm building cluster where practical and feasible;

f) does not generate potentially conflicting off-site impacts;

g) is limited to low water and low effluent producing uses and is on a property that is capable of accommodating the use on private water and private sewage treatment systems;

h) meets all applicable air emission, noise, water and wastewater standards and receives all relevant environmental approvals;

i) enhances the agricultural and rural character of the area and promotes where possible the *conservation* of *built heritage resources* and *cultural heritage landscapes* and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings;

j) is located in such a manner to minimize the amount of land removed from agricultural production, where possible; and,

k) will meet all applicable *accessibility* requirements for any built development or structures.

17.4.10 Factors to consider in determining whether a proposed on-farm diversified use meets the criteria set out in section 17.4.9 include:

a) the nature of the on-farm diversified use and the potential impacts of the use on adjacent land uses and the character of the area; and,

b) the amount of traffic generated by the on-farm diversified use in relation to the principal use on the property.

17.4.11 *On-farm diversified uses* are required to be secondary to a farm. Where a farm ceases to operate, any permitted on-farm diversified use is required to cease operations.

17.4.12 Development or *site alteration* associated with an on-farm diversified use is not permitted within *key natural heritage features*, key hydrological features or any associated minimum vegetation protection zone, except for expansions to legally existing buildings and structures if it is demonstrated:

a) there is no alternative, and the expansion or alteration in the feature is minimized and, in the minimum vegetation protection zone, is directed away from the feature to the maximum extent possible;

b) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible; and,

c) the expansion or alteration is permitted by any applicable Provincial Plan.

17.5 Cannabis

17.5.1 All cannabis-related and hemp-related uses, excluding the outdoor cultivation of cannabis or industrial hemp, authorized by the Federal Cannabis Regulation or the Federal Industrial Hemp Regulation may be permitted subject to an amendment to the Zoning By-law and will be subject to Site Plan Control.

17.5.2 Prior to the passing of a Zoning By-law Amendment, Council will be satisfied that the proposed indoor cannabis-related use or hemp-related use meets the following conditions:

a) the proposed greenhouse or other type of building can be designed and sited to blend in with surrounding land uses such that the agricultural and rural character of the area is maintained;

b) the *adverse effects* of the noise, dust, odour, light and traffic generated by the proposed facility on *sensitive land uses* in the area can be avoided and if avoidance is not possible, minimized and appropriately mitigated, as demonstrated by the required studies identified in section 17.5.5 of this Plan;

c) sensitive surface water features and sensitive groundwater features in the area will be protected, improved or restored with consideration given to the taking of water and generation of effluent;

d) adequate parking, loading and delivery facilities are available on the lot for the proposed facility and the traffic generated by the proposed facility can be accommodated on area roads;

e) the proposed facility can be serviced with an appropriate water supply and an appropriate means of sewage disposal;

f) stormwater management needs can be met on site;

g) the waste generated from the facility can be appropriately managed;

h) signage is designed and located in accordance with the Town's Sign By-law; and,

i) the proposed setback, as determined by the required studies in section 17.5.5 of this Plan, from *sensitive land uses* in the area is appropriate to avoid, and if avoidance is not possible, minimize and appropriately mitigate any *adverse effects*.

17.5.3 In addition to section 17.5.2, and if a component(s) of the proposed facility includes value-added components that would-make this component of the facility an agricultural-related use, it must be demonstrated that this component of the facility:

a) is *compatible* with and does not hinder surrounding agricultural operations;

b) is directly related to *farm operations* in the area;

c) supports agriculture;

d) benefits from being in close proximity to *farm operations*; and,

e) provides direct products and/or services to *farm operations* as a primary activity.

In order to assist with the consideration of a proposed agricultural-related use involving cannabis or industrial hemp, regard should be had to the Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas prepared by the Province. An Amendment to this Plan is not required for a proposed agricultural related use involving cannabis or industrial hemp.

17.5.4 The studies listed in this section will be required to satisfy the study requirements of section 17.5.2 of this Plan. The applicant will be responsible for the costs of any peer review undertaken by the Town of Caledon of any studies submitted by the applicant in support of an application. The Town reserves the right to request additional studies and material to support the establishment of an indoor cannabis- related and/or hemp-related facility.

17.5.5 In recognition of the varying types and scales of indoor cannabis- related uses or industrial hemp-related uses that may be applied for, the municipality will identify the scope of the additional supporting information needed at the required pre-consultation meeting in accordance with the policies of this Plan.

a) Air Quality Study

i) At no cost to the Town, the proponent will submit an Air Quality Study (AQS) that is prepared by a Licensed Engineering Practitioner (which means that they must be licensed by Professional Engineers Ontario). The AQS will document the emission sources at the facility and quantify the emission rates of air contaminants including odour, chemicals and particulate matter.

ii) The AQS will detail the proposed air filtration and odour control systems and other mitigation measures that will be used to manage odour. The AQS will

include atmospheric dispersion modelling predictions that show odour and contaminant concentration predictions along the property line and extend outward 5 kilometres from the facility into the surrounding community. The AQS will include a review of the impacts of other cannabis and industrial hemp facilities within the area to determine the extent of the potential cumulative adverse effects.

iii) In addition to sub-section ii) above, and to minimize the likelihood of adverse effects, the AQS should target a sensitive receptor impact of two odour units, however the Town will consider other odour impact predictions. An electronic copy of the atmospheric dispersion model files used in the AQS will be included with the submission.

iv) In addition to the above, the proponent of the proposed facility will submit a Contingency Odour Mitigation Plan, prepared by a Licensed Engineering Practitioner that considers additional air filtration systems or other mitigation measures for use in the event of substantiated future complaints after the use has been established. Agreement on the appropriate triggers for additional mitigation will be made in advance.

b) Light Mitigation and/or Photometric Plan

i) At no cost to the municipality, the proponent of the proposed cannabis-related use or industrial hemp-related use will submit a Light Mitigation Plan, prepared by a Licensed Engineering Practitioner that fully describes the proposed light mitigation measures and demonstrates that the proposed facility will not cause light pollution, including sky glow or light trespass, onto neighbouring properties.

ii) In addition to subsection i) above, the proponent of the proposed cannabis-related use or industrial hemp-related use will also submit a Contingency Light Pollution Mitigation Plan, prepared by a Licensed Engineering Practitioner that considers additional mitigation measures and implementation timelines for use in the event of substantiated future complaints after the facility has been established. Agreement on the appropriate triggers for additional mitigation will be made in advance.

c) Traffic Impact Study

i) At no cost to the municipality, the proponent will submit a Traffic Impact Study, to the satisfaction of the Town and/or the Region, that demonstrates

that the proposed facility will not cause any traffic hazards or an unacceptable level of congestion on roads in the area.

17.5.6 In recognition of the known *adverse effects* of odour, the avoidance of *adverse effects* will be a first principle. If *adverse effects* cannot be avoided, the minimization and mitigation of *adverse effects* has to be considered. One of the ways to avoid, minimize and mitigate *adverse effects* is through separation of incompatible uses through the use of setbacks.

17.5.7 The setbacks that are derived as a result of the review of an application to amend the zoning by-law or to expand a legal non-conforming indoor cannabis cultivation facility will depend on:

a) whether the facility is a greenhouse or an industrial-type building and if a greenhouse is proposed, whether the proposed greenhouse is purpose-built for cannabis or industrial hemp or already exists;

b) the size and scale of the proposed cannabis-related or industrial hemp-related facility;

c) the proximity and number of residential uses in the area including the potential for additional sensitive uses on vacant lots that are zoned to permit a sensitive use;

d) location of the proposed cannabis-related or industrial hemp-related facility in relation to prevailing winds;

e) the nature of the *adverse effects* that exist at the time in relation to existing cannabis-related or industrial hemp-related facilities; and,

f) the impact of topography on the dispersion of odour.

17.5.8 Cannabis-related and industrial hemp-related operations, including but not limited to, the storage, drying and processing of cannabis or industrial hemp, may be considered an agriculture-related commercial or industrial use, provided that the use is operating in conjunction with a cannabis or industrial hemp cultivation operation, providing that the policies of sections 17.5 are satisfied.

17.6 Rural Housing

17.6.1 Where an additional residential dwelling unit is permitted within *agricultural areas* and *rural lands* by this Plan, the following policies will apply:

a) Where an *additional residential unit* is permitted, it will be subordinate in size to the primary residential dwelling unit and it will be demonstrated that there is sufficient well and septic system capacity to service the *additional residential unit*.

b) Where an *additional residential unit* is permitted in an accessory building, it will be located in close proximity to the primary residential dwelling unit and be on a lot of a sufficient size to accommodate the *additional residential unit*. New driveways from a Regional Road for a new *additional residential unit* will not be permitted.

c) Where an *additional residential unit* is proposed on lands subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

d) In order to control the cumulative impacts of multiple uses on individual properties on the *agricultural system*, the character of the area, the road network and the ability to provide water and sewage services, the establishment of a single *additional residential unit* on a property will be restricted if *agriculture-related uses* and/or *on-farm diversified uses* are located on the same property.

17.6.2 The establishment of additional accommodation on a farm property for full-time farm labour is permitted provided:

a) the use conforms with Provincial requirements, were applicable;

b) any additional residential structures are grouped with existing farm structures;

c) the use can be serviced with an appropriate water supply and an appropriate means of sewage disposal;

d) the size and nature of the agricultural operation requires additional on-site housing of employees;

e) the lands are appropriately zoned; and,

f) the future severance of the lands that are the site of the accessory accommodation use is prohibited.

17.6.3 Where a new or expanding non-*agricultural use* is proposed in the p*rime agricultural area*, it will be required that:

a) an *agricultural impact assessment* be prepared in accordance with Provincial and Municipal guidelines; and

b) adverse impacts on agricultural operations will be avoided or, if avoidance is not possible, will be minimized and mitigated. Where mitigation is required, the mitigation measures should be incorporated as part of the non-*agricultural uses*, as appropriate, within the area being developed.

17.6.4 In the Greenbelt Plan Area, residential dwelling units associated with recreational uses are prohibited unless the residential dwelling units are intended for an employee of the proposed use.

17.7 Cemeteries

17.7.1 Refer to section 14.7 for policies relating to cemeteries in *rural areas*.

17.8 Recreational Uses

17.8.1 Recreational uses including golf courses and driving ranges may be permitted in the *prime agricultural area* by way of Amendment to this Plan and in the r*ural lands* designation, subject to re-zoning, provided that:

a) where the intended lands are subject to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or Greenbelt Plan, the recreational use is permitted by the relevant policies of these Plans in addition to the policies in this Plan and relevant Provincial plans.

b) alternative locations have been evaluated and there are no reasonable alternative locations which avoid *prime agricultural areas* and there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands;

c) the geographic continuity of the p*rime agricultural area* designation and the functional and economic connections to the *agri-food network* will be maintained and enhanced;

d) adverse impacts on the *agricultural system* will be avoided, and if avoidance is not possible, minimized and mitigated and where mitigation is required, measures will be incorporated within the recreational use as appropriate;

e) *negative impacts* on the *agri-food network* are assessed, and if these impacts are unavoidable, the impacts will be minimized and mitigated to the extent feasible;

f) any *key natural heritage features*, *key hydrologic features* and other core features of the Natural Environment System in the general area will not be impacted or adversely affected in accordance with the policies of this Plan; and,

g) a need for the proposed use, and for additional land to accommodate the proposed use have been identified within the planning horizon.

17.8.2 In the Greenbelt Plan Area an application to establish or expand a major recreational use in the Natural Heritage System will be accompanied by a Vegetation Enhancement Plan in accordance with the Greenbelt Plan.

17.8.3 In the Greenbelt Plan Area an application to establish or expand a major recreational use in the Natural Heritage System will be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.

17.9 Prime Agricultural Area Designation

17.9.1 Permitted Uses

The following uses may be permitted in the *prime agricultural area* designation as shown on Schedule B4:

i) *additional residential units* in accordance with section 17.6.1;

ii) *agricultural uses*;

iii) *agriculture-related uses* subject to section 17.4;

iv) animal kennels as an *accessory use* to a single detached dwelling on a non-farm property;

v) bed and breakfast establishments on a non-farm property in accordance with section 8.5;

vi) *conservation* uses;

vii) existing uses as defined in a Provincial Plan;

viii) farm employee accommodation in accordance with section 17.6.2;

ix) garden suites;

x) home industries as an *accessory use* to a single detached dwelling on a non-farm property in accordance with section 8.5.2;

xi) home occupations in accordance with section 8.5.2;

xii) housing for special needs on non-farm properties in accordance with section 17.6.1;

xiii) on-farm diversified uses, subject to section 17.5; and,

xiv) single detached dwellings on existing lots.

17.9.2 Policies

a) The creation of new lots in the p*rime agricultural area* designation is only permitted in the following instances:

i) *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural uses* common in the area and are sufficiently large, to the satisfaction of the Town, to maintain flexibility for future changes in the type or size of agricultural operations;

ii) acquisition of land by a public body for *infrastructure* projects;

iii) conveyances to public bodies or non-profit agencies for natural heritage or *conservation* purposes, providing no separate residential lot is created;

iv) minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling and there is no increased fragmentation of a *key natural heritage feature* or *key hydrologic feature*;

v) existing or new *agriculture-related uses*, such as farm-related commercial and farm-related industrial uses that are not on lands that are subject to the Oak Ridges Moraine Conservation Plan, that are limited in scale and directly related to the *farm operation* or farm operators in the area, supports agriculture, and provides direct products or services to farm operations as a primary activity. Such uses will be compatible with and will not hinder surrounding agricultural operations In these cases, the new lot will be limited to the minimum size required for the use and appropriate individual private on-site water and wastewater systems will be required;

vi) outside of Provincial Plan areas, the establishment of additional rural residential lots may be permitted as permitted by Provincial legislation

vii) severance of an existing habitable farm residence that is surplus to a farming operation as a result of a farm consolidation, provided that the lot created is limited to the minimum size required to accommodate the residence and appropriate water and sewer services. The establishment of a new residential dwelling on the retained farmland is prohibited.

viii) New residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective; and

ix) The removal of land from the prime agricultural area will only be permitted for a settlement area boundary expansion or adjustments in accordance with the policies of this Plan, applicable Provincial Plans and Provincial legislation.

17.9.3 Non-agricultural uses are generally discouraged in the prime agricultural area and may only be permitted subject to the satisfactory completion of an agricultural impact assessment and in accordance with the policies of this Plan, applicable Provincial Plans and Provincial legislation.

17.10 Rural Lands Designation

17.10.1 Permitted Uses

a) The following uses may be permitted in the r*ural lands* designation as shown on Schedule B4:

i) all uses permitted in the *prime agricultural area* designation;

ii) cemeteries subject to sections 14.7;

iii) conference facilities and event spaces;

iv) country inns with no more than six guestrooms;

v) small-scale institutional uses such as places of worship; and,

vi) recreational uses in accordance with section 17.8.

b) Notwithstanding the uses permitted in subsection a), above, within the *rural lands* designation, existing permitted site-specific uses will be allowed to continue.

17.10.2 Policies

a) Where lot creation, development and *site alteration* or uses are proposed on *rural lands* subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

b) A second dwelling for accommodating a property manager for grounds maintenance purposes may be permitted without severance in the *rural lands* on a parcel of land in excess of 12 hectares (29.6 acres) in size in accordance with the implementing Zoning By-law, subject to the approval of a minor variance application by the Committee of Adjustment and subject to all other applicable policies of this Plan. In addition, the applicant must reside on the subject lot and must demonstrate the need for the second dwelling and the compatibility of the second dwelling with existing land uses. Furthermore, an applicant will be required to sign an agreement which will ensure that the second dwelling is only used by the property manager.

c) Within the Greenbelt Plan Area, proposals for non-*agricultural uses* in the *rural lands* of the Protected Countryside will demonstrate that:

   i) the use is appropriate for location on *rural lands*;

   ii) the type of water and sewage servicing proposed is appropriate for the type of use;

   iii) there are no *negative impacts* on *key natural heritage features* and/or *key hydrologic features* or their functions; and,

   iv) there are no *negative impacts* on the biodiversity or connectivity of the Natural Heritage System.

d) Within the Greenbelt Plan Area non-*agricultural uses* in the *rural lands* may only be permitted subject to the satisfactory completion of an *agricultural impact assessment* and in accordance with the policies of this Plan, the Greenbelt Plan and Provincial legislation. This policy does not apply to mineral aggregate operations

e) Lot Creation

   i) In the *rural lands*, the maximum number of consents for any use permitted within the designation will not be more than 3 per each 40 hectare (100 acre) half township lot. A severance granted within the *rural lands* designation will

be limited in lot area to a minimum required to provide sufficient room for adequate servicing for permitted uses identified in the Zoning By-law; must comply with applicable *minimum distance separation formulae* requirements; is not impacted by poor drainage, topography or other hazards and maintains a reasonable buffer from other land uses; will abut an existing residential lot where possible or will be created at the limits of the existing parcel; and, must be rezoned as a condition of consent to a residential use that complies with all other policies of this Plan and Zoning By-law.

ii) Within the Greenbelt Plan Protected Countryside, *settlement area* expansions will be permitted into *rural lands*, subject to the *settlement area* policies of this Plan and the Greenbelt Plan.

17.11 Rural Economic Development Area Designation

17.11.1 The Rural Economic Development Area designation provides for a limited range of uses that enhance tourism and recreational experiences based on the character of the *rural area*. Rural Economic Development Areas are shown on Schedule B4. Rural Economic Development Areas will only be considered in Rural Lands subject to an Official Plan and Zoning By-law Amendment.

17.11.2 Permitted Uses

a) Permitted uses in Rural Economic Development Areas may include:

i) a spa;

ii) wellness centre;

iii) retreats;

iv) culinary institutes;

v) golf courses;

vi) *agri-tourism uses*, including breweries, cideries, wineries, distilleries;

vii) hotels, motels, inns, resort style accommodation

viii) limited restaurant development;

ix) high technology research institutes not associated with processing or manufacturing that are complimentary to and *compatible* with Rural Lands uses.

b) Uses such as theme parks, go-kart racetracks, adventure game parks, amusement parks, variety stores or other similar uses are prohibited.

17.11.3 Policies

a) Proposed uses and/or development in Rural Economic Development Areas will be considered on the basis of the following:

i) scale is appropriate;

ii) appropriate location and compatibility with existing uses;

iii) adherence to all Provincial requirements, including Provincial Plans and Minimum Distance Separation, as applicable

iv) address impacts to the Agricultural Areas and *Rural Lands*;

v) maintain the natural topography and open landscape character to the extent possible;

vi) have no *adverse effects*;

vii) have minimal impact on surrounding *farm operations*; and,

viii) must ensure adequate separation distance in accordance with this Plan.

ix) enhance the agricultural and rural character of the area and promotes where possible the preservation of *built heritage resources* and *cultural heritage landscapes* and/or the establishment of a built form that is *compatible* with the agricultural and rural surroundings.

b) The proposal should have no *adverse effects* including, but not limited to:

i) appropriateness and compatibility with existing uses, including scale and location;

ii) transportation;

iii) maintaining the natural topography and open landscape character to the extent possible;

iv) impacts from any new or expanding use on surrounding agricultural operations and lands are to be assessed and mitigated to the extent feasible;

v) ensuring adequate separation distance; including Minimum Distance Separation, where application, and,

vi) ensure adequate servicing, on-site parking, setbacks, landscape and access.

c) Development within Rural Economic Development Areas will be subject to site plan control.

d) An Agricultural Impact Assessment may be required.

e) The Town will monitor on a regular basis the number of Rural Economic Development Area development applications and the impacts of such uses to assist in the evaluation of Official Plan policies.

17.12 Estate Residential Area Designation

Estate Residential Areas identified on Schedule B4 are existing or in process applications prior to adoption of this Plan. These areas contribute to a range of housing type and living styles within the Town. These areas are intended to have minimum disturbance of the natural setting and environment offering a distinctly rural atmosphere. For the Palgrave Estate Residential Community, refer to 7.1 of the 1976 Caledon Official Plan, as amended.

17.12.1 Permitted Uses

a) Permitted uses may include:

i) single detached dwellings;

ii) apartment-in-houses;

iii) garden suites.

17.12.2 Policies

a) New estate residential development on lands already designated for estate residential development, may be considered provided that such development:

i) is compatible with the rural landscape and surrounding uses;

ii) protects the natural environment;

iii) is a logical extension of an existing estate area and servicing system;

iv) occurs in a phased manner; and,

v) has the necessary servicing, consideration of financial and physical capabilities, and the suitability and availability of municipal servicing.

b) Estate Residential plans of subdivision, other than those shown on Schedule B4, or in the Palgrave Estate Residential Community, will not be permitted.

c) Estate Residential development may occur on a condominium basis and will be subject to all municipal standards. Rural Estate Residential uses will be included in a separate zoning category in the implementing Zoning By-law.

d) Lands designated Estate Residential Area that is within the Oak Ridges Moraine Conservation Plan or Greenbelt Protected Countryside designation will also be subject to the policies of these Provincial Plans.

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18. VILLAGES AND HAMLETS

The policies in this section apply to the Villages of Alton, Belfountain, Caledon Village, Cheltenham, Mono Mills and Palgrave and the Hamlets of Albion, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, Victoria and Wildfield. The settlement boundaries and land use designations for these villages and hamlets are identified on Schedules E-2, E-3, E-4, E-5, E-6, E-7, E-8, E-9, E-10 and E-11.

The Villages and Hamlets are each characterized by their unique identities and rural way of life, which contribute to a strong sense of community and place. The Villages and Hamlets are also celebrated for their relationship to the surrounding rural and agricultural landscape. Their main streets, mix of uses, and community focal points provide important economic and social opportunities to support residents and the broader rural and agricultural community. The prosperity and vitality of the Villages and Hamlets will be sustained over the long-term by promoting opportunities for economic development and revitalization.

During the planning horizon, the Villages and Hamlets will accommodate limited growth in the form of *infill* in a manner that protects and enhances their unique identities and ensures that they remain distinct from the urban areas in the Town.

18.1 Objectives

The planning objectives for villages and hamlets are:

a) maintain and enhance the distinctive character, identity and rich heritage of the Villages and Hamlets while permitting limited growth through infilling;

b) promote the efficient use of existing and planned *infrastructure* and *public service facilities*;

c) encourage the development of small-scale commercial uses that support the local residents and the general area;

d) provide opportunities for small-scale and home-based employment uses to provide jobs for local residents;

e) promote the diversification of the economic base through the provision of goods and services, including value-added products and the *sustainable* management or use of resources;

f) encourage the development of affordable housing, where such housing can be appropriately serviced; and,

g) provide opportunities for *sustainable* and diversified tourism, including the leveraging of historical, cultural, and natural assets.

18.2 General

18.2.1 Permitted uses within the Villages and Hamlets will be subject to meeting servicing and other requirements as set out in this Plan. In general, growth in Villages and Hamlets will be limited to *infill* and minor rounding out of existing development and will be restricted to uses that are *sustainable* on individual on-site sewage services and individual on-site water services or municipal water services, as the case may be.

18.2.2 All new development will be appropriate to the infrastructure, which is planned or available, to avoid the need for unjustified and/or uneconomical expansion of this *infrastructure* and/or the provision of municipal water and sewer services.

18.2.3 New development will be *compatible* with the existing uses and scale of the uses and built form within the Village or Hamlet and the natural environment. For each Village or Hamlet, it is important to recognize the distinct character and to ensure that future development is *compatible* with and enhances the existing character to foster a sense of place in each.

18.2.4 It is the long-term intent of the Town and the to re-establish a mature canopy of trees along the main streets in the Villages and Hamlets. In order to achieve this objective, new street trees will be provided as a condition of development approval wherever possible. The requirement for the provision of street trees will be determined by the nature of the application. Street trees may be located on private property if insufficient space is available within the public right-of-way.

18.2.5 To establish a sense of place and location that is unique, a distinctive *public realm* along each main street in a Village and Hamlet will be created that has the effect of encouraging *conservation* of *built heritage resources*, attracting new development, where appropriate, and reducing the impact of the motor vehicle on the character of the area. In order to implement this intent, special pavement treatments, unique street furniture and signage, among other elements will be established along the street.

18.2.6 On-street parking will be permitted wherever possible on the main streets in the Villages and Hamlets. The amount and location of parking permitted on side streets

will be explored provided the location of the parking is appropriate for the character of the adjacent residential neighbourhoods.

18.2.7 Patios for restaurants on the main streets are encouraged, where permitted, in appropriate locations and with consideration for minimizing impacts on adjacent residential uses. Encroachments for such spaces into the municipal right-of-way may be considered provided the scale and extent of the patio area is appropriate for the character of the streetscape, pedestrian movement is not impeded and provision of municipal services is not impacted.

18.2.8 Where a proposed non-residential development abuts the side yards or back yards of residential uses, the following factors will be considered by the Town in determining whether the proposed development is *compatible* with existing residential uses:

a) The depth of the lot under consideration;

b) The orientation of the abutting lots;

c) The location and orientation of the dwellings on the abutting lots;

d) The height of the existing dwellings on the abutting lots;

e) The location and size of the windows in the proposed development;

f) The location of parking and access;

g) The nature of the uses of the yards on the abutting properties;

h) The nature and health of the existing trees that separate the proposed development from abutting land uses; and,

i) The nature and location of existing and proposed fencing.

18.2.9 In order to maintain the character of the Villages and Hamlets, all development will recognize the existing built form context and protect the character of the settlement and its *built heritage resources* and *cultural heritage landscapes*. In this regard, new development will respect and reinforce:

a) The height, massing, and scale of nearby buildings

b) The average setbacks of buildings from the street;

c) The prevailing side and rear yard setbacks;

d) The landscaped open space patterns;

e) The size and configuration of lots; and,

f) The existing street pattern.

18.2.10 Limited lot creation for residential purposes is permitted in the Villages and Hamlets provided:

a) The frontage of the new lot and the retained lot is generally *compatible* with the average lot frontages primarily on the same side of the street and secondly in the general area to maximize, to the greatest extent possible, the separation between new and existing dwellings;

b) The proposed development is *compatible* with, and supports the build form, context, and character, and ensures no negative drainage impacts on surrounding lots;

c) The trees and vegetation will be retained and enhanced, in accordance with Part D and Part G, on the new lots and additional landscaping will be provided to integrate the proposed development with adjacent development and the existing neighbourhood;

d) New driveways are sited to minimize tree loss;

e) The width of new driveways are minimized; and,

f) The orientation and sizing of the new lot(s) does not have a negative impact on significant views and vistas that help define a residential area.

18.2.11 It is the intent of this Plan to permit, where appropriate, the replacement of an existing single detached dwelling with a new single detached dwelling on an existing lot, with the goal being that the replacement dwelling is *compatible* with the scale of existing development. To implement this policy, the implementing zoning by-law will contain provisions that:

a) Require the front yard setback for the new dwelling to be consistent with the front yards that exist on the street;

b) Restrict the height of new dwellings to two storeys;

c) Control the depth of new dwelling to provide for a reasonably sized backyard that is similar to the sizes of the backyards on abutting lots;

d) Prohibit the extension of the private garage beyond the front of the dwelling or the porch, unless the projection of the garage is a defining element of the dwellings in the immediate area; and,

e) Restrict the width of driveways and private garages facing the street.

18.2.12 New developments that assist Villages and Hamlets to become more complete including providing a greater range of goods and services, housing options including affordable housing and local employment will be encouraged.

18.2.13 Within *settlement areas* of the Oak Ridges Moraine Conservation Plan Area, applications for development or *site alteration* within *landform conservation areas* (Category 1 and 2) will be required to identify how the proposed works will keep disturbance to landform character to a minimum.

18.2.14 Where an *additional residential unit* is permitted by this Plan, the following policies will apply:

a) Where an *additional residential unit* is permitted, it will be subordinate in size to the primary residential dwelling unit and it will be demonstrated that there is sufficient well and septic system capacity to service the *additional residential unit*.

b) Where an *additional residential unit* is permitted in an *accessory* building, it will be located in close proximity to the primary dwelling unit and be on a lot of a sufficient size to accommodate the *additional residential unit*. New driveways from a Regional Road for a new *additional residential unit* will not be permitted.

c) Where an *additional residential unit* is proposed on lands subject to the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the Niagara Escarpment Plan, conformity with those Provincial Plans is required.

18.3 Villages and Hamlets Designation

18.3.1 Permitted Uses

a) The following uses may be permitted in the Villages and Hamlets designation as shown on Schedule E1, subject to any specific policies set out in this Section:

i) *additional residential units* in accordance with Part C of this Plan;

ii) bed and breakfast establishments in accordance with section 8.5;

iii) business offices;

iv) *conservation* uses;

v) country inns;

vi) garden centres;

vii) garden suites;

viii) gas stations;

ix) home industries as an *accessory use* to a single detached dwelling in accordance with section 8.5;

x) home occupations in accordance with section 8.5;

xi) hotels and motels;

xii) housing for special needs in accordance with Part C of this Plan;

xiii) open space uses;

xiv) personal service uses;

xv) *public service facilities*;

xvi) residential dwellings;

xvii) restaurants and take-out restaurants;

xviii) small scale retail and service commercial uses; and

xix) small scale institutional and open space uses.

b) Specific Village and Hamlet Policies

i) In addition to the applicable policies of the Growth Plan and this Plan, Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta are designated as minor urban centres as shown on Schedules B3b, Niagara Escarpment Plan Land Use Designations and any proposed expansion of these minor urban centres will occur in accordance with the Niagara Escarpment Plan and the Niagara Escarpment Planning and Development Act.

ii) Refer to Part F for formerly rural portions of Campbell's Cross, Wildfield and Victoria that are within the 2051 New Urban Area.

18.4 Rural Commercial Designation

The Rural Commercial designation recognizes areas that provide commercial services which serve the shopping needs of rural communities. These areas will continue to provide commercial services and are not anticipated to change significantly or redevelop within the horizon of this Plan.

18.4.1 Objectives

The planning objectives for Rural Commercial Areas are:

a) provide for a range of permitted commercial uses;

b) encourage and provide for more pedestrian-oriented built forms, by locating buildings close to the street as much as possible, and locating parking areas principally in the rear yard and to a lesser extent in an interior side yard; and,

c) provide for appropriate *intensification* of existing commercial sites, including commercial *infill* development and building expansions, while advancing the objective of providing a more pedestrian-oriented character.

18.4.2 Permitted Uses

The following uses may be permitted on lands designated Rural Commercial Area:

a) retail uses, restaurants and service uses, including drive-throughs, in accordance with Part C of this Plan;

b) automotive service uses and sales;

c) offices, provided they are small in scale;

d) clinics;

e) hotels;

f) day care centres;

g) garden centres or nurseries;

h) public parks and trails;

i) places of worship; and,

j) uses, buildings and structures that are *accessory* to the uses permitted above.

18.4.3 Development in Rural Commercial Areas will:

a) consider trail and pedestrian connections which encourage convenient and safe access for pedestrians from the street;

b) minimize walking distances from the street to the building entrance; and,

c) achieve a high standard of design and architectural treatment.

18.4.4 Policies

a) On *major retail* sites where *infill* development is proposed, a Block Plan may be required, at the Town's discretion, in accordance with the policies of this Plan.

b) Development in Rural Commercial Areas will be *compatible* with adjacent low rise residential uses, and mitigate adverse impact, noise, through the design and implementation of:

i) landscaping and buffers;

ii) transition in building height;

iii) suitable setbacks for loading areas and parking areas; and,

iv) screening to ensure there are no lighting impacts onto adjacent residential properties.

19. RURAL EMPLOYMENT CENTRES

Rural Employment Centres are small, mixed-use settlements that provide small scale industrial and commercial development. These areas may be 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. Sandhill is identified as a Rural Employment Centre.

Refer to the 1976 Town of Caledon Official Plan for policies regarding Sandhill.

19.1 Objectives

The planning objectives for Rural Employment Centres are:

a) ensure that a diverse and sufficient supply of employment land is available to accommodate the employment forecasts in Part B;

b) promote the expansion of existing businesses and attract new industrial enterprises; and,

c) develop Rural Employment Centres in a manner to minimize any land use conflict between employment and residential uses, utilizing buffering, landscaping, berming and appropriate site design in accordance with the design policies of this Plan.

19.2 Dry Employment Area Designation

The Dry Employment Area land use designation accommodates industrial-type uses on lands with private sanitary sewage and water services, or partial Regional piped services.

19.2.1 Permitted Uses

a) Permitted uses may include:

i) manufacturing, fabricating, printing, processing, and packaging operations;

ii) warehousing and wholesale operations;

iii) transportation terminals;

iv) contractor's yard;

v) auctioneer's facility;

vi) open storage and laydown yards;

vii) transfer station;

viii) public uses and utilities; and,

ix) automotive uses, excluding motor vehicle sales, rental or leasing agencies.

b) All uses that are permitted within the Dry Employment Area designation are subject to the approval of the Region and the Province.

c) Major office uses are prohibited in the Dry Employment Area.

19.2.2 General

a) Uses with high water and sewage demands that cannot be handled by private systems will not be permitted within the Dry Employment Area designation.

20. MINERAL AGGREGATE RESOURCES

These policies will be added through a future phase of the Official Plan Review. Refer to Part A, section 1.2, for more information.

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F1 Urban System

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21. PLANNING THE URBAN SYSTEM

The Town Structure established in Part B of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including the lands that will be developed for new Community Areas and new *Employment Areas*. It also establishes a series of Urban Centres and Urban Corridors that will permit intense, mixed-use forms of development within the Urban System. These components are established on Schedule F1.

The policies of Part F establish the land use designations and supporting policies to implement the Urban System components of the Town Structure in accordance with the Plan's vision and guiding principles. These land use designations will be assigned to lands throughout the Urban System through future amendments to this Plan to enable a range of urban land uses. The supporting policies for each designation establish required densities, and the form and design of development. In addition to Part F, the policies of other sections of this Plan apply as appropriate.

21.1 General

21.1.1 All Community Areas and *Employment Areas* will be subject to secondary planning, in accordance with the relevant policies of this Plan, to:

a) implement the Town Structure by applying land use designations and policies:

i) to enable and support a range of appropriate urban land uses and

ii) protect identified natural features and areas and provide parks, open spaces and stormwater management; and,

b) establish detailed policies that build on the direction from Part C, Town-wide Policies, and elsewhere in this Plan, to guide future development.

21.1.2 This Plan intentionally establishes a meaningful range of permitted uses for each land use designation to allow flexibility and avoid unnecessary official plan amendments. The full range of uses may not be permitted on all sites within the designation. The Zoning By-law will determine the specific uses permitted, within the broader range, based on each site's context and all of the applicable policies of the Plan.

21.1.3 Should any portions of the Highway 413 Transportation Corridor be released from corridor protection by the Province and the Region, lands which are located between the 2051 New Urban Area on both sides (to the north and south or east and west) will

be added to the Urban System and will assume the adjacent *Designated Greenfield Area* designation of Community Area or *Employment Area* in accordance with the Region of Peel Official Plan. In instances where the Corridor forms the boundary between Community Area and *Employment Area*, the Town may determine, through amendment to this Plan, the new boundary within the limits of the Highway 413 Transportation Corridor that was released from corridor protection.

21.1.4 Former hamlet and industrial/commercial centres have been included in the Urban System. These areas (former hamlet of Wildfield, portions of the hamlet of Campbell's Cross and industrial/commercial centre of Victoria) will be subject to further study through secondary planning in accordance with the Plan's growth phasing policies. Until new secondary plans and land use designations are established, existing land uses may continue.

21.2 Existing Community and Employment Areas

As noted in Chapter 1 of this Plan, the replacement of the 1976 Town of Caledon Official Plan, as amended, by the Future Caledon Official Plan is being completed in phases. The 1976 Town of Caledon Official Plan, as amended, will remain in effect as it applies to existing community and *employment areas* until detailed studies recommend land use designations and policies to be incorporated into the framework of this Plan through a series of Town-initiated official plan amendments.

21.2.1 The 1976 Town of Caledon Official Plan, as amended, will remain in effect as it applies to lands identified as Rural Service Centre on Schedule A1 to the 1976 Official Plan, as amended, including the following areas:

a) the Bolton settlement area and associated secondary plan areas of Bolton Core, Bolton South Hill, West Bolton, North East Bolton, South Simpson Industrial and Coleraine West, as depicted on Schedules C, C-1, C-1A, C-2, C-3, C-4, C-5, C-6 and C-7 to the 1976 Official Plan, as amended;

b) the Caledon East secondary plan area as depicted on Schedule D to the 1976 Official Plan, as amended;

c) the Mayfield West, Mayfield West Phase 2 and Snell's Hollow secondary plan areas as depicted on Schedules B, B-1 and B-2 to the 1976 Official Plan, as amended; and,

d) the Tullamore secondary plan area as depicted on Schedule N to the 1976 Official Plan, as amended.

21.2.2 The Town will undertake detailed reviews of the existing secondary plans for the areas listed above (i.e., areas now within the Urban System of this Plan), and recommend updated land use designations and policies to be incorporated into the framework of this Plan through Town-initiated official plan amendments. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System, of this Plan.

21.2.3 The policies in the subsequent chapters of Part F, Urban System, and elsewhere in this Plan, will provide guidance for the future reviews of the existing secondary plans.

21.3 New and Developing Community and Employment Areas

21.3.1 New and developing community and *employment areas* within the Town's new urban area will be subject to general land use designations until they undergo secondary planning in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System.

21.3.2 Development of the 2051 New Urban Area will address the protection of cultural heritage and archaeological resources, support energy and emission reductions, develop healthy communities with neighbourhood centres and high-quality urban form and coordinate the location of retail and *Employment Areas* to multi-modal transportation options.

21.4 Secondary Plans

21.4.1 Development will only be permitted within the *Designated Greenfield Area* where an approved secondary plan is in place and the subsequent block plan requirements of this Plan have been satisfied. A complete application will be required to include written confirmation to this effect, or the development application will be refused. Additional direction for secondary plans and block plans is provided in Chapter 24, Official Plan Amendments, of this Plan.

21.4.2 Privately initiated secondary plans will not be supported.

21.4.3 Secondary Plans shall be prepared, led and completed by the Town in accordance with the approved growth management and phasing study and Region of Peel Official Plan. As appropriate, the Town may consider the participation of owners and/or developers in the preparation of supporting studies, where a Terms of Reference has been

completed to guide the secondary plan, and specify roles and responsibilities, at the sole discretion of the Town.

21.4.4 Town initiated secondary plans may be prepared for specific areas of the Town, outside of the Designated Greenfield Area, where it is considered necessary to provide more detailed planning objectives and policies for *intensification*, redevelopment or other development activities.

21.4.5 In accordance with the Region of Peel Official Plan, no secondary plans will be approved in the 2051 New Urban Area until after the structure of a connected transportation system is planned to the Region's satisfaction, including:

a) the conceptual alignment of a transit system that includes an east-west higher order transit corridor; and,

b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in the Region of Peel Official Plan regarding the Highway 413 Transportation Corridor and support for alternatives to a highway.

21.4.6 In accordance with the Region of Peel Official Plan, secondary plans in the 2051 New Urban Area will not be approved for more than 10,000 new units until the jurisdiction and financing mechanisms for a complete local transit system are established to the Region's satisfaction.

22. COMMUNITY AREAS

The Town Structure established in Chapter 3 of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including existing and new Community Areas.

22.1 General

22.1.1 The Town will only permit development in Community Areas in accordance with approved secondary plans or as set out in this Plan.

22.1.2 Places of Worship

Where places of worship are permitted in Community Areas, the following policies apply in addition to the other policies of this Plan:

a) Places of worship on lots that have land areas greater than 2.0 hectares will front on an arterial road. Places of worship on smaller sites may front on both arterial or collector roads.

b) All places of worship will include appropriate on-site open spaces and landscaping that contribute to the enhancement of the place of worship and surrounding uses.

c) On-site parking will be provided to accommodate regular worship attendance and other regular and special events in accordance with the Town's Zoning By-Law. Sufficient parking will be provided to meet typical peak demand.

d) *Accessory uses* to a place of worship, including childcare centres, residences for the spiritual leader and/or caretaker, residential uses that include affordable housing and educational facilities may be permitted.

e) All places of worship will be supported by appropriate plans and studies that manage and mitigate the potential impact of noise, light, traffic and parking on the surrounding community.

22.2 New Community Area Designation

The New Community Area designation will be applied pending the preparation and approval of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. The New Community Areas designation identifies lands to be developed as future residential communities.

As secondary planning is completed for each secondary plan area, new land use designations and policies, as set out later in this chapter and in Part D, Natural Environment System, will replace the New Community Area designation.

22.2.1 Objective

The planning objective for the New Community Area designation is to designate lands that will be developed for Community Area uses in the future. The lands will be redesignated to detailed land use designations only through the preparation and approval of a secondary plan.

22.2.2 Permitted Uses in New Community Areas Prior to Secondary Plan Approval

a) The following uses may be permitted within the New Community Area designation prior to the approval of the required secondary plan:

   i) uses that legally existed or were permitted by zoning at the time of approval of this Plan;

   ii) minor expansions to uses that legally existed at the time of approval of this Plan; and,

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

22.2.3 Land Use Designations

a) Within New Community Areas, the land use designations will include:

   i) Urban Centres (Major Transit Station Areas);

   ii) Urban Corridors;

   iii) Major Commercial/Mixed Use;

   iv) Neighbourhood Centre;

   v) Neighbourhood Area; and,

   vi) Major Institutional Area.

b) The Campbell's Cross Transition Area is an overlay designation within New Community Area. The Town will determine appropriate policies and mapping

refinements to address the transition between the existing residential uses in Campbell's Cross and the New *Employment Area* through secondary planning.

22.3 Urban Centre Designation

This designation is intended to be applied to the lands conceptually shown as Urban Centre on Schedule B1, Town Structure. These two Urban Centres, located in Mayfield West and Bolton, are also identified as Major Transit Station Areas.

Urban Centres/Major Transit Station Areas are to be planned as high-density, mixed-use neighbourhoods offering vibrant urban environments that support transit ridership. Urban Centres are to be developed with the tallest buildings and broadest range of uses within the Town. Planned higher order transit service will provide these areas and broader Caledon with connections to various destinations within the Region and beyond.

The following objectives and policies will be updated to implement the recommendations of Caledon Major Transit Station Areas Study.

22.3.1 Objectives

The planning objectives for the Urban Centres designation are as follows:

a) permit a broad range of uses and intense forms of residential, office and commercial development to support the development of *complete communities;*

b) establish transit hubs in each Urban Centre that connects and integrates multiple modes of convenient transportation;

c) design for a variety of residential amenities to support vibrant, walkable, and complete neighbourhoods for all age groups;

d) promote Urban Centres as creative centres and liveable places for entertainment, leisure and civic activities, where a variety of experiences, niche market retail, arts, entertainment and restaurant uses are available;

e) require high quality architecture and design that contributes to Caledon's character and identity; and,

f) create street environments that prioritize pedestrians, cyclists and transit users.

22.3.2 Permitted Uses

a) Medium- and high-density residential uses may be permitted. A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may also be permitted.

b) Ground-related medium-density residential uses may be permitted on the periphery of the Urban Centre. They may also be considered as part of comprehensive development applications to allow flexibility in building and site design.

22.3.3 Minimum Densities

a) The Bolton GO Primary Major Transit Station Area, as delineated on Schedule C1, Town-wide Transportation Network, will be planned to achieve a minimum density of 150 people and jobs combined per hectare.

b) The Mayfield West Planned Major Transit Station Area will be delineated through the Caledon Major Transit Station Areas Study, which will also recommend a minimum planned density.

c) Any other future Major Transit Station Area will be delineated through a Study which will also recommend a minimum planned density.

22.3.4 Development Policies

a) A comprehensive development plan will be prepared in accordance with section 24.5, Comprehensive Development Plans, for each area subject to the Urban Centre designation within a secondary plan.

b) The following design and built form criteria will be considered in the preparation of a comprehensive development plan:

i) A fine-grained grid network of streets will be established to promote connectivity throughout the Urban Centre.

ii) Buildings should have a strong street presence and be designed in accordance with the Town-wide Design Guidelines to enhance the aesthetics, vibrancy, and human-scale of the area, as well as improve the pedestrian experience.

iii) Buildings should have active façades including primary entrances and windows facing the street to enhance the physical and functional relationship to the *public realm*.

iv) Buildings on corner lots will provide a distinct architectural appearance with building massing and articulation that addresses both streets and creates a comfortable microclimate for pedestrians.

v) Given the potential for taller buildings, massing strategies should be employed to mitigate their impacts, and the building façades should be articulated accordingly.

vi) Retail and service commercial uses will be located within mixed-use buildings and oriented to the street to maximize exposure and access.

c) Off-street surface parking should not be permitted. Instead, all future parking spaces should be within structured parking garages which will be screened from streets,underground parking, or permanent on-street parking.

d) Notwithstanding subsection c), above:

i) The Town may permit the establishment of temporary off-street surface parking areas provided arrangements are made to remove that parking in the future as the area continues to intensify.

ii) Surface parking for medium-density uses may be permitted, provided such parking is generally not located in close proximity to the streetline or in front of main building façades.

22.3.5 Caledon Major Transit Station Areas Study

a) The Caledon Major Transit Station Areas Study will recommend detailed land use policies to be incorporated into comprehensive development plans for the Bolton GO Primary Major Transit Station Area and the Mayfield West Planned Major Transit Station Area.

b) The Caledon Major Transit Station Areas Study will explore the potential for the Bolton GO Primary Major Transit Station Area to support the integration of *Employment Areas* with non-employment uses to develop vibrant, mixed- use areas and innovation hubs. Retail, residential, commercial, and non-ancillary uses may be permitted subject to the completion of the study and approval of an implementing official plan amendment.

c) The introduction of residential uses within the Bolton GO Primary Major Transit Station Area is subject to the completion of the Caledon Major Transit Station Areas Study, that addresses the following to the satisfaction of the Region:

i) identifies the area where residential uses would be permitted;

ii) the requirements of Policy 5.6.19.9 of the Region of Peel Official Plan;

iii) land use compatibility in accordance with provincial standards, guidelines, and procedures;

iv) an overall net increase to the total jobs planned for the *Employment Area* within the delineated boundary;

v) how the viability of adjacent *Employment Areas* will be protected from the impacts of *sensitive land uses*, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;

vi) the mix and ratio of jobs by type (e.g., office, manufacturing, institutional);

vii) that higher order transit is planned for the Major Transit Station Area within the planning horizon;

viii) the development of *complete communities* and *transit-supportive* densities including employment uses; and

ix) demonstrate how *transit-supportive* employment densities will be achieved.

22.4 Neighbourhood Centre Designation

The Neighbourhood Centre designation is intended to be applied to the lands conceptually shown as Neighbourhood Centre on Schedule B1, Town Structure.

Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Development within Neighbourhood Centres will take the form of mid-rise mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure.

22.4.1 Objectives

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

a) facilitate mid-rise forms of development allowing for more affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;

b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;

c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;

d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and

e) create street environments that prioritize pedestrians, cyclists and transit users.

22.4.2 Permitted Uses

a) A broad range of residential, retail, mixed use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted.

22.4.3 Development Policies

a) Streets within the Neighbourhood Centre designation will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.

b) Elementary schools and other institutional uses should be co-located with parks, trails and other community uses, including day care facilities, to develop integrated community hubs.

c) Day care facilities should also be integrated into residential areas.

d) A comprehensive and integrated continuous trail network be established in each Neighbourhood Centre in order to contribute to the establishment of walkable, bicycle friendly and active mixed-used centres. Trails and/or walkways will be integrated into development proposals to maximize connectivity:

   i) within the Neighbourhoods Centre designation and between neighbourhoods and/or *employment areas*;

   ii) to *active transportation* routes; and,

   iii) to promote public access to community uses and natural areas and features.

   iv) Pedestrian and multi-use trails will provide access to and through parks and where appropriate, the Natural Environment System, and will be planned to help encourage *active transportation* as a viable means of both recreation and transportation.

e) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.

f) Buildings as high as 15 to 20 storeys may be permitted. Lower building heights and/or greater setbacks and stepbacks will be required adjacent to existing and planned low rise neighbourhoods.

g) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

h) Transit-oriented forms of development and *transit-supportive* public space design will be of a high priority for development within Neighbourhood Centres.

i) The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.

22.5 Urban Corridor Designation

The Urban Corridor designation is intended to be applied to the lands conceptually shown as Urban Corridors on Schedule B1, Town Structure. Urban Corridors connect neighbourhoods and are mixed-use, mid-rise communities themselves that support quality urban living environments connected to transit services and cycling infrastructure.

Urban Corridors will provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of development that use land efficiently, provide opportunities for more affordable forms of housing and are *transit-supportive*. These corridors are anticipated to be approximately 100 metres in depth on either side of the road, and will be characterized by a mixture of primarily high-intensity forms of development, including retail and service commercial uses, offices and residential apartments, as well as community facilities.

22.5.1 Objectives

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

a) facilitate mid-rise forms of development that can allow for more affordable housing, support commercial uses and create opportunities for residents to age in place;

b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, providing the community access to daily needs within a convenient walking or cycling trip;

c) establish a quality built form that will provide for attractive neighbourhood streetscapes that contribute to neighbourhood vibrancy, character and identity;

d) create neighbourhood scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and

e) create street environments that prioritize pedestrians, cyclists and transit users.

22.5.2 Permitted Uses

A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor.

22.5.3 Development Policies

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

a) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.

b) The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.

c) Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and stepbacks will be required adjacent to existing and planned low rise neighbourhoods.

d) The development of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.

e) Surface parking lots should be broken up into small sections with appropriate amounts of landscaping in order to modify the effects created by large asphalt areas.

f) A strong landscaped street edge treatment should be provided.

g) To support transit friendliness, well-articulated and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.

h) Given the potentially large scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.

i) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.

j) High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

k) Transit-oriented forms of development and *transit-supportive* public space design will be of a high priority within Urban Corridors.

l) Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways and other elements that enhance the pedestrian environment.

22.6 Downtown Bolton Designation

These policies will be added through a future phase of the Official Plan Review. Refer to Part A, section 1.2, for more information.

22.7 Neighbourhood Area Designation

The Neighbourhood Area designation will apply to areas that are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more *compact built form* than older established neighbourhoods in the Town. In addition to housing, Neighbourhood Areas will be planned to accommodate the schools, parks and other institutional uses needed to support the development of *complete communities* along with mixed use areas that will accommodate a range of neighbourhood scale retail, commercial, personal service and professional service uses in a mixed-use setting with residential uses.

22.7.1 Objectives

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

a) provide for new housing opportunities to meet the Town's projected housing needs;

b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;

c) ensure new residential areas permit a mix of complimentary and *compatible* land uses, including *community services* and facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and

d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.

22.7.2 Permitted Uses

a) residential uses;

b) long term care homes and *retirement homes*;

c) *public service facilities* that are integral to a neighbourhood including but not limited to places of worship, child care centres, libraries, schools, community centres and public recreation facilities; and,

d) neighbourhood scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

22.7.3 Development Policies

a) Streets within Neighbourhood Areas will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.

b) Elementary schools and other institutional uses will be encouraged to be co-located with parks, trails and other community uses in the development of integrated community hubs.

c) Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features.

d) The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the

provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.

e) Buildings in low-rise areas will generally not exceed 3 storeys in height. However, buildings as high as 6 storeys may be permitted on mixed use sites.

f) Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

g) Transit-oriented forms of development and transit-supportive public space design will be of a high priority for development on sites located on arterial roads within Neighbourhood Areas.

h) The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon.

i) Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System, will be planned to help encourage *active transportation* as a viable means of both recreation and transportation.

j) A comprehensive and integrated continuous trail network be established in each Neighbourhood Area, in order to contribute to the establishment of walkable, bicycle friendly and active neighbourhood.

k) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided.

l) Collector roads, shown conceptually on Schedule F1, are required to have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists.

m) Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads, in order to provide a street- oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.

n) The primary façade of all buildings in Neighbourhood Areas will relate directly to the street and be sited generally parallel to it, creating a well- balanced, human-scale street and building relationship, which encourages pedestrian activity.

o) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative façade treatments, roof line, emphasis, building projections, materials, colours and certain architectural styles.

p) The development of pedestrian oriented focal points that are walkable from nearby areas is required. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

22.8 Major Commercial/Mixed Use Designation

The Major Commercial/Mixed Use designation is intended to apply to areas where higher order retail uses and complementary medium and high-density residential uses are located in a mixed-use setting. Major Commercial/Mixed Use areas are intended to be strategically located destinations where a range of commercial, personal service and professional service uses are located to serve adjacent community areas.

22.8.1 Objectives

The planning objectives for the Major Commercial/Mixed Use designation are as follows:

a) establish major commercial/mixed use areas designation as major activity areas in New Community Areas;

b) provide a focus for the development of *major retail* uses in New Community Areas;

c) provide for the establishment of focal points that are easily accessed by pedestrians, bicycles and transit; and,

d) provide for a diverse range of retail and service uses to serve new Community Areas and adjacent areas.

22.8.2 Permitted Uses

a) A broad range of retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high-density residential uses are also permitted. Ground-related residential uses are not permitted.

22.8.3 Development Policies

The planned built form characteristics for this designation are intended to incorporate a full range of uses to support the needs of the local population with buildings aligned along arterials, collectors and internal streets with consistent setbacks, punctuated at key points with open spaces, parks and urban squares. Non-residential and residential uses are intended to be integrated in a mixed-use setting in a manner that is *transit-supportive* and pedestrian-oriented. On this basis, below are the design and built form criteria that will be applied in the Major Commercial/Mixed Use designation:

a) Buildings should generally be placed on a site to respect a consistent setback and provide for continuity in built form along public streets.

b) Development will be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development will be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit.

c) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the Major Commercial/Mixed Use designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide *passive recreation* uses, possible public or private programmed activities, and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

d) The minimum height of any new residential building will be 4 storeys and the maximum height will be 12 storeys. The minimum height for non-residential buildings will be two storeys.

22.8.4 Need for Comprehensive Development Plan

a) Prior to the consideration of individual applications within a Major Commercial/Mixed Use area, a Comprehensive Development Plan will first be prepared in accordance with section 24.5, Comprehensive Development Plans, to guide development and decision-making.

22.9 Major Institutional Designation

While smaller scale institutional uses may be located within the Neighbourhood Area designation, the Major Institutional designation is to be applied to larger institutional uses such as hospitals, colleges and universities, secondary schools and larger places of worship. The Major Institutional designation will be applied to locations that can accommodate large amounts of traffic, are well connected to transit, and are in close proximity to complementary uses that can offer the daily goods and services that employees need.

22.9.1 Objectives

The planning objectives for the Major Institutional Area designation are as follows:

a) establish locations up-front within the Urban System for future institutional uses that are important to serve the needs of the Caledon community;

b) integrate institutional uses into the fabric of the Urban System to avoid isolated institutional campuses that disconnect institutions from the remainder of the community; and,

c) locate large institutional uses to be well connected by transit and bicycle infrastructure.

22.9.2 Permitted Uses

a) A broad range of institutional, recreational and other related uses such as secondary schools, community centres, long term care homes, colleges and universities and hospitals. Supporting retail, commercial, personal service and professional service uses may be permitted. Places of worship on sites greater than 2.5 hectares may also be permitted.

22.9.3 Development Policies

a) All uses within the Major Institutional designation should be designed with a high priority on the pedestrian, cycling and transit environment.

b) The maximum building height will be 8 storeys.

c) Sites should be designed with pedestrian environments including enhanced street tree planting, enhanced landscaping, street furniture, public seating areas, and transit shelters.

d) Parks, open spaces and trail networks should be connected to Major Institutional areas to enhance their attraction.

e) The internal road networks in Major Institutional Areas should be designed to separate pedestrian, cycling and transit access points from those streets used for truck traffic for goods movement.

f) Surface parking areas should be located in the rear and interior side yard.

g) Underground parking and structure parking, integrated into the building design is encouraged.

h) New Institutional lands will be in Urban Centres, or other areas with existing or planned higher order transit service.

i) Public squares, urban parks and other social spaces should be incorporated into new institutional uses located in areas of high pedestrian activity, near transit stations and at focal points within the district.

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23. EMPLOYMENT AREAS

Employment Areas are places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities. These areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Town. The *Employment Areas* permit a wide range of business and economic activities and are defined by four specific urban employment land use designations: Prestige Employment, General Employment, Goods Movement District, and Knowledge and Innovation *Employment Area*. The Employment land use designations intend to accommodate a diverse range of employment uses to achieve the employment forecast and to provide for *compatible* uses in appropriate locations with a variety of form, scale, and intensity of development.

23.1 General

23.1.1 The Town supports the *intensification* of existing *Employment Areas* with uses that are *compatible* with existing uses, and will:

a) Promote and facilitate opportunities for re-development and growth in existing *Employment Areas*;

b) Work with landowners to assess interest in developing the lands and assessing feasibility of development; and,

c) Explore redevelopment opportunities on brownfield industrial sites.

23.1.2 The *intensification* of employment uses with *compatible* employment uses is encouraged in particular to lands with existing or planned transit services.

23.1.3 High density employment uses such as major office and major institutional development will be directed to Urban Centres, or appropriate land use designations with existing or planned transit services.

23.1.4 Buffering,landscaping and strategic site design will be required to ensure visual and physical separation between employment uses and adjacent non-*employment areas* to maintain land use compatibility.

23.1.5 *Sensitive land uses*, if proposed with an *Employment Area*, will require the completion of a land use compatibility assessment, in accordance with Provincial standards, to the satisfaction of the Town and Region, to ensure that the use is appropriate, and the

location and design of the use can minimize and mitigate any adverse effects on neighbouring uses particularly vulnerable to encroachment.

23.1.6 Where avoidance is not possible, the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment will be protected by ensuring that the planning and development of any proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

a) there is an identified need for the proposed use;

b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

c) *adverse effects* to the proposed sensitive land use are minimized and mitigated; and

d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

23.1.7 The Town will establish detailed policies through the Secondary Planning process for sector targeted growth by:

a) identifying the Brampton Airport and the lands surrounding it to protect its flight paths and to attract the aerospace industry;

b) identifying strategic locations for innovation hubs; and,

c) assessing the academic/research campus designation in Mayfield West and seeking alternative locations based on the recommendation of the Post-Secondary Feasibility Study.

23.1.8 Employment Areas will be developed in accordance with the Town's Growth Management and Phasing Plan, and the provision of Regional services such as water, wastewater, and transportation, and based on availability of servicing capacity and budget allocation.

23.2 Retail Uses in Employment Areas

23.2.1 Retail and commercial uses providing services to workers may be permitted in *Employment Areas* and will be assessed as appropriate by the following requirements:

a) have a gross leasable area of less than 1,000 square metres;

b) strategic and accessible locations in existing and future *Employment Areas*; and,

c) complementary to *Employment Area* uses such as eating establishments, banks, gas stations, daycares, fitness facilities, personal and health care services, small scale service-oriented businesses.

23.2.2 Retail and commercial uses which are below *major retail* thresholds in *Employment Areas* may be permitted provided the following:

a) the periphery of *Employment Areas*;

b) a buffer to *sensitive land uses* is provided to maintain land use compatibility; and

c) are in close proximity to transit service.

23.2.3 Notwithstanding Section 24.2.2, where retail and commercial uses are proposed in retained heritage designated buildings, these uses may be permitted in other locations of the *Employment Area* provided that appropriate buffering and access is considered.

23.2.4 Retail uses in *Employment Areas* are discouraged except for retail uses servicing the Employment Area and retail ancillary to a permitted employment use.

23.3 Conversion of Employment Areas

23.3.1 Conversion of *Employment Areas* designated on Region of Peel Official Plan Schedule E-4 to non-employment uses may only be considered through a municipal comprehensive review, and must demonstrate that:

a) There is a need for the conversion.

b) The lands are not required over the horizon of the Plan for the employment use they were designated.

c) The Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan.

d) The proposed uses do not affect the overall viability of the *Employment Area* and the achievement of *intensification* and density targets, as well as other policies of this Plan;

e) There is existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses;

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

g) Cross-jurisdictional issues have been considered.

23.3.2 For the purposes of this policy, Major Retail, residential and non-ancillary uses are not considered employment uses unless already permitted by a designation identified in the *Employment Area* of the Town's Official Plan.

23.3.3 The conversion of lands within *Employment Areas* to non-employment uses such as Major Retail, residential, and other *sensitive land uses* not ancillary to the primary employment use is prohibited, unless undertaken in accordance with 23.3.1.

23.4 Future Strategic Employment Area

23.4.1 Future Strategic Employment Area is not a land use designation and confers no permitted uses. These lands are part of the rural system unless otherwise noted.

23.4.2 The Town will identify and protect the Future Strategic Employment Area beyond the horizon of this Plan, for comprehensive study and assessment with respect to long-term planning for employment needs adjacent to or in the vicinity of future transportation infrastructure.

23.4.3 The Future Strategic Employment Area, as shown in Schedule B2, Growth Management, is strategically located in areas adjacent to or in the vicinity of future goods movement transportation corridors and transit infrastructure.

23.4.4 The Regional Urban Boundary may only be expanded to include Future Strategic Employment Areas only through a Region of Peel Official Plan Amendment and municipal comprehensive review initiated by the Region.

23.5 Accessory Outdoor Storage, Open Storage Uses, Contractors Yards and Truck and Trailer Parking

23.5.1 Where the policies of this Plan permit accessory outdoor storage, open storage uses, contractors yards and truck and trailer parking within *Employment Areas*, the policies of this section apply.

23.5.2 Accessory Outdoor Storage

a) *Accessory* outdoor storage for the purposes of this policy is the outdoor storage of raw materials, finished materials and/or commodities that is *accessory* to the principal use of the property, with that principal use located within a building(s).

b) *Accessory* outdoor storage is not permitted in the front yard or exterior side yard of a lot that fronts on a Provincial highway, a Regional Road or a Town arterial road.

c) *Accessory* outdoor storage is permitted within the interior side and rear yard provided year-round screening is provided through the use of landscaping, berms and/or solid fencing.

d) Maximum heights for outdoor storage should be included within the implementing Zoning By-law.

23.5.3 Accessory Truck and Trailer Parking

a) Where the outdoor parking of trucks is required in conjunction with a permitted use that is conducted within a building, the parking of trucks is only permitted within the rear and interior side yards provided year-round screening is provided through the use of landscaping, berms and/or solid fencing. The outdoor parking of trucks is not permitted within a front or exterior side yard.

23.5.4 Open Storage Uses, Contractors Yards and Truck Parking

a) The policies of this section apply to open storage uses, contractors yards and truck parking yards that are the principal use of a lot. In cases such as these, the use of the entire property for such uses is permitted provided year-round screening is provided on all lot lines through the use of landscaping, berms and/or solid fencing.

b) Maximum heights for open storage should be included within the implementing Zoning By-law.

23.6 New Employment Area

The Town Structure established in Chapter 3 of this Plan establishes a framework for where and how Caledon will grow to the year 2051. It is within the Urban System where the majority of new population and employment will occur.

This Chapter establishes the planning designations for the New Employment Areas that will be applied through the preparation and adoption of Secondary Plans that are prepared in accordance with Part B of this Plan.

The New Employment Area designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands

until such time as a Secondary Plan is approved, in accordance with the Town's Growth Management and Phasing Plan. Through the approval of a Secondary Plan, land use designations will be applied to replace the New Employment Area designation.

23.6.1 Objectives

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

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

23.6.2 Permitted Uses in New Employment Areas prior to Secondary Plan Preparation

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

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

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

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

23.6.3 Planning Designations

a) Within New Employment Areas, the Planning Designations will include:

   i) Prestige Employment Area

   ii) General Employment Area

   iii) Knowledge and Innovation Employment Area

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

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

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

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

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

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

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

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

viii) when full municipal services are extended and made available, the development, at no cost to the Region or Town, will connect to the municipal water and wastewater servicing system on terms acceptable to the Region and Town;

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

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

c) Dry Industrial uses will be permitted in accordance with Part E of this plan.

d) For existing Dry Employment Areas in Victoria and Bolton Urban Areas, refer to 19.8.

23.7 Prestige Employment Designation

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

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

23.7.1 Objectives

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

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

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

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

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

23.7.2 Permitted Uses

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

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

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

iii) hotels which may include restaurants and banquet halls;

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

v) commercial trade schools;

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

vii) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25% of the gross floor area of the industrial building.

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

23.7.3 Discretionary Uses

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

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

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

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

iv) motor vehicle service stations.

23.7.4 Development Policies

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

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

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard.

d) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

e) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

f) Building heights adjacent to residential areas will be reduced for compatibility purposes.

23.8 General Employment Area Designation

General Employment areas are characterized by large properties developed with single and multiple unit buildings accommodating the industrial uses that are primary to the designation. The majority of buildings are single storey, reflecting the nature of operations undertaken by the businesses they house. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion to accommodate the particular requirements of industrial or warehousing activities or accessory office space.

23.8.1 Objectives

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

a) provide long-term and stable locations for manufacturing, processing and warehousing uses with good access to arterial roads, connections to 400 series highways, roadways suited to trucking and access to public transit;

b) maintain a supply of land suited to development of single and multi-unit building forms on large and small properties accommodating businesses in the industrial sector;

c) restrict the introduction of new *sensitive land uses* to minimize the impacts on the viability and continued operation of permitted industrial and warehouse uses;

d) accommodate the expansion and modernization of existing buildings to maintain the attractiveness and competitive advantage of the lands for the intended uses; and

e) restrict *accessory uses* and *ancillary uses* to those that directly support the primary uses of this designation.

23.8.2 Permitted Uses

a) The following uses may be permitted within the General Employment Area designation:

i) manufacturing, processing and warehousing with *accessory* outdoor storage;

ii) equipment and motor vehicle repair garages;

iii) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the Employment Area and do not accommodate sensitive uses;

iv) business offices as an *accessory use* to other permitted uses; and,

b) Large scale warehousing, goods movement and logistics uses will not be permitted.

23.8.3 Discretionary Uses

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

i) container storage;

ii) salvage and recycling operations;

iii) stand-alone gas stations serving the public;

iv) concrete batching plants and asphalt plants;

v) open storage uses, contractors yards and truck parking uses where less than 10% of the lot area is the site of buildings or structures; and,

vi) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided

the combined floor area of these uses which will exceed 25% of the gross floor area of the industrial building.

23.8.4 Development Policies

a) Maximum heights for open storage should be included in the implementing zoning.

b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway.

c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard or exterior side yard.

d) Outdoor storage associated with a permitted use will only be permitted in the interior and rear yards only.

23.9 Goods Movement District Designation

The Town recognizes the importance of the goods movement sector for e-commerce and other logistics requirements within the Town, Region and beyond. The Goods Movement District overlay allows for a coordinated approach to planning for goods movement, so that there are appropriate opportunities in strategic locations.

Through the preparation of the required secondary plans, a Goods Movement District designation may be applied as an overlay on top of the General Employment Area designation, which is to be informed by a Goods Movement Trucking Strategy prepared by the Town. The overlay is intended to accommodate large scale warehousing, goods movement and logistics uses including truck parking, container storage and other forms of outdoor storage.

23.9.1 Objectives

The planning objectives for the Goods Movement District designation are as follows:

a) determine the location and extent of the district through the Trucking Strategy, to be completed by the Town;

b) provide long-term and stable locations for large scale warehousing, goods movement and logistics uses;

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

d) restrict *accessory uses* and *ancillary uses* to those that directly support the primary uses of this designation.

e) Provide significant buffers from sensitive uses, roads and uses outside of the overlay area.

23.9.2 Permitted Uses

a) The following uses may be permitted within the Goods Movement District designation:

i) all uses permitted under the General Employment designation;

ii) large scale warehousing, goods movement and logistics uses;

iii) major office uses and employment-supportive uses; and,

iv) open storage, including the storage of containers and truck storage.

23.9.3 Development Policies

a) Maximum heights for open storage should be included in the implementing zoning.

b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway;

c) Truck and trailer parking associated with a permitted use in a Goods Movement District designation will be screened from surrounding roadways and lands in other land use designations with high quality landscaping, fencing, berming, etc.

d) Maximum heights should be included within the implementing Zoning By-law;

23.10 Knowledge and Innovation Employment Area Designation

Land designated Knowledge and Innovation Employment Area are to be planned and developed for prestige industrial, office and institutional development that support the knowledge-based sector and where leading-edge anchor institutions and companies cluster to create synergies.

23.10.1 Objectives

The planning objectives for the Knowledge and Innovation Employment Area designation are as follows:

a) Recognize and reserve strategic locations and assign them priority for the clustering of higher density prestige office development in business park settings with excellent access to arterial roads and transit services;

b) Provide accommodation for businesses and higher order educational institutions seeking locations with other *compatible* land uses characterized by high quality site development and building forms;

c) Restrict *accessory uses* and *ancillary uses* to those that directly support the industrial uses of this designation;

d) Restrict the introduction of new *sensitive land uses* to minimize impacts on the viability of permitted uses; and

e) Encourage building and site design that achieves climate change mitigation and adaptation objectives.

23.10.2 Permitted Uses

a) The following uses will be permitted within the Knowledge and Innovation Employment designation:

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

ii) hotels, which may include restaurants and banquet halls;

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

iv) research and development uses;

v) institutional uses, such as post-secondary facilities, university and government research stations/facilities and research-based medical facilities;

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

vii) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit ground-oriented building provided the combined floor area of these uses does not exceed 25% of the gross floor area of the multi-unit building.

b) Goods movement, logistics, manufacturing, warehousing, contractor's facilities and outdoor storage are not permitted.

23.10.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Knowledge and Innovation Employment designation:

i) *ancillary uses* such as retail, service, restaurant, sports and fitness recreation uses and financial institutions that are not within the ground floor of office buildings; and,

ii) manufacturing, processing and warehousing with no *accessory* outdoor storage.

23.10.4 Development Policies

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

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

c) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.

d) Public squares, urban parks and other social spaces should be incorporated into the site design of new uses located in areas of high pedestrian activity, near transit stations and at focal points.

e) Where appropriate, transit stops and stations should be integrated into the site design of large uses.

f) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.

g) Building heights adjacent to residential areas will be reduced for compatibility purposes.

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24. OFFICIAL PLAN AMENDMENTS

Further to Part A, section 1.7, Changes to the Future Caledon Official Plan, the following policies apply to official plan amendments, including official plan amendments to incorporate secondary plans, block plans and comprehensive development plans into this Plan.

All official plan amendments are subject to the administrative, notice and public engagement requirements of the *Planning Act* and this Plan.

24.1 General

24.1.1 Changes to the text, tables, and numbered figures in Parts A through H of this Plan, or to the accompanying schedules, will require an amendment to the Plan. As indicated in Part A, section 1.4, changes to the foreword, appendices, cover, title page, tables of contents, photographs, unnumbered illustrations, graphic design elements, blank pages and hyperlinks would not require an official plan amendment.

24.1.2 Amendments to this Plan will be considered in accordance with the provisions of the *Planning Act*, Provincial plans and policies, the Region of Peel Official Plan, and this Plan, including the pre-consultation and complete application requirements.

24.1.3 An official plan amendment to allow a settlement area boundary expansion may only be considered as part of a *municipal comprehensive review,* and in accordance with Part B, section 4.5, Settlement Area Boundary Expansions, of this Plan.

24.1.4 The Town may initiate an amendment to this Plan to implement:

a) the recommendations of an official plan review;

b) the recommendations of a land use study or policy review;

c) a secondary plan;

d) changes to Provincial legislation, plans or policies; and,

e) a direction from Council.

24.1.5 The Town may also undertake periodic housekeeping amendments to this Plan to:

a) correct minor technical, clerical, grammatical or typographical errors;

b) change punctuation or format; and,

c) delete obsolete provisions or replace obsolete terminology.

24.2 Site-specific Official Plan Amendments

24.2.1 The Town will evaluate site-specific amendments to this Plan within the context of the vision, guiding principles, town structure and policies set out in this Plan.

24.2.2 Where the growth management policies of this Plan require development to occur in accordance with an approved secondary plan, a site-specific official plan amendment to allow development may only be considered following or concurrent with the adoption of the area secondary plan.

24.2.3 An official plan amendment that would result in a significant reduction in the number of residents and jobs that could be accommodated on a site will only be considered as part of an official plan review.

24.3 Secondary Plans

24.3.1 An official plan amendment to implement a new secondary plan will be prepared in accordance with the relevant policies in Chapter 22, Planning the Urban System, throughout this Plan, and as provided below.

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

a) a Town-led *subwatershed* study, prepared in accordance with Council-approved terms of reference, which at a minimum includes:

i) a characterization of existing environmental conditions;

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

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

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

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

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

vii) recommendations regarding monitoring and adaptive environmental management;

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

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

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

ii) transportation *infrastructure* improvements, and missing links for all modes of transportation, beyond those identified in the Region of Peel and Town Transportation Master Plans and construction programs;

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

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

v) a detailed implementation plan to achieve *complete community* building objectives, which will be reflected in the secondary plan policies and schedules to provide direction for implementing plans of subdivision and site plans;

d) energy and emissions and climate adaptation studies to:

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

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

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

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

e) a development staging and sequencing plan to:

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

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

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

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

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

vi) identify areas for key community *infrastructure* to be implemented early in the planning approval process (e.g., lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing), avoiding the lands of non-participating landowners, where possible;

vii) allow for the completion of distinct components of new community areas so that the length of time that an area is under construction is minimized, where possible; and,

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

f) a housing assessment;

g) a cultural heritage impact assessment;

h) a fiscal impact study; and,

i) a parks plan for the secondary plan area.

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

24.3.4 Each secondary plan should include the following:

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

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

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

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

e) the housing targets for each form of residential development, if applicable, and an assessment of the contribution to the Town's overall housing targets;

f) the identification of areas for key community *infrastructure* to be implemented early in the planning approval process, including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early;

g) policies that ensure the efficient provision of a Caledon-wide *multimodal transportation system* that includes sustainable transportation and transit *infrastructure* and services, including the alignment of an east-west higher order

transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity;

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

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

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

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

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

m) policies that identify how much parkland is required and where and how these parkland areas will be developed;

n) policies that specify how many schools are required, if applicable, and where;

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

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

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

24.4 Block Plans

24.4.1 Subsequent to the approval of a secondary plan in the Greenfield Area, and prior to development, the Town will require a block plan to be incorporated into this Plan through an official plan amendment to demonstrate how the applicable secondary plan will be implemented and establish a context for coordinated development.

24.4.2 Block plans will be prepared by landowners, to the satisfaction of the Town, in accordance with the policies of this Plan and the Town's terms of reference. If a

secondary plan includes the technical level of detail that would typically be included in a block plan, a separate block planning process may not be required, at the discretion of the Town.

24.4.3 An official plan amendment to incorporate a block plan into this Plan will be considered prior to, or concurrent with, the consideration of any plan of subdivision, plan of condominium, zoning by-law amendment or site plan application within the applicable secondary plan area.

24.4.4 The Town will prepare terms of reference for block plans and identify specific study requirements through the pre-consultation process for the required official plan amendment. The costs associated with the studies and the preparation of a block plan will be shared equitably among benefitting landowners on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a block plan but later decide to develop their lands will be required to make a financial contribution to the costs of preparing the block plan based on their proportional share.

24.4.5 A block plan is a comprehensive planning framework that demonstrates how the following aspects of development will be addressed:

a) the street network and block structure, including the location of sidewalks, multi-use paths and the cycling network;

b) the location of all proposed land uses;

c) population and/or employment densities;

d) the proposed housing mix, if applicable;

e) traffic management, including traffic calming and *transportation demand management* measures;

f) the provision and coordination of water, wastewater and stormwater management servicing, including the location of stormwater management facilities;

g) delineation, protection and enhancement of natural features and areas, including linkages;

h) *conservation* of *cultural heritage resources*;

i) the location, size and configuration of any parks, open spaces, schools and community facilities;

j) the conceptual location and massing of larger buildings, including institutional buildings;

k) phasing; and,

l) financial and servicing agreements.

24.5 Comprehensive Development Plans

24.5.1 The Town will require a comprehensive development plan to be incorporated into this Plan through an official plan amendment to provide detailed direction for defined areas within the Urban Area where the following elements from Schedule B1, Town Structure, are to be implemented:

a) Urban Centres;

b) Neighbourhood Centres;

c) Urban Corridors; and,

d) Knowledge and Innovation Corridors;

24.5.2 Comprehensive development plans will be prepared by landowners, to the satisfaction of the Town, in accordance with the policies of this Plan and the Town's terms of reference. If an approved secondary plan or block plan includes the technical level of detail that would typically be included in a comprehensive design plan, a separate comprehensive development plan will not be required, at the discretion of the Town.

24.5.3 An official plan amendment to incorporate a required comprehensive development plan into this Plan will be considered prior to, or concurrent with, the consideration of any plan of subdivision, plan of condominium, zoning by-law amendment or site plan application within the applicable area of the required comprehensive development plan.

24.5.4 The Town will determine the limits of each comprehensive development plan area. In the case of the Urban Centres, the limits of the comprehensive development plan areas will be determined through the Caledon Major Transit Station Areas Study.

24.5.5 Each comprehensive development plan should include plans and policies to be incorporated into this Plan that:

a) identify a fine-grained street network that promotes multimodal connectivity;

b) identify the location of all proposed uses and in particular the location of medium- and high-density residential uses, where applicable;

c) set out the sequencing of development and the timing of any *infrastructure* improvements;

d) identify what lands may be required for future enhancement or expansion of transit *infrastructure* in collaboration with transit authorities;

e) show the location of any future public lands that may be dedicated to the Town as part of the development approval process;

f) identify the proposed built form of the development including type, height, and architectural treatments;

g) show the location of appropriate multimodal access points to abutting road and trail networks;

h) show the location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy;

i) set out recommendations on alternative development standards to support development, such as reduced parking standards;

j) set out land use and implementation strategies that support increased multimodal access and connectivity to local and regional transit services in support of transit service integration; and,

k) include a review of the future actions that may be required to implement the plan, which may include Community Improvement Plans, *inclusionary zoning*, community planning permits systems, transit-oriented design guidelines, financial incentive programs, and other appropriate implementation tools.

24.5.6 A comprehensive development plans should demonstrate how various land uses might be co-located, and amenities (e.g., open space) and facilities (e.g., parking and loading) might be shared. Such arrangements are strongly encouraged in the Town's Centres and Corridors. In addition, barriers between public uses, particularly between parks and schools should be eliminated wherever possible.

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25. IMPLEMENTATION TOOLS

This chapter establishes and describes the primary tools available to implement this Plan.

25.1 Zoning By-laws

25.1.1 Zoning by-laws will be used to implement the objectives and policies of this Plan by regulating the use of land, buildings and structures in accordance with the provisions of the *Planning Act*.

25.1.2 The Town's zoning by-laws do not apply to lands subject to the Niagara Escarpment Plan's Area of Development Control. For such lands, the policies of this Plan will be implemented through the Niagara Escarpment Commission's development permit process, as appropriate.

25.1.3 Zoning by-laws may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the zoning by-law in all locations.

25.1.4 Zoning by-laws and zoning by-law amendments will be considered in accordance with the provisions of the *Planning Act* and this Plan, including the pre-consultation and complete application requirements.

25.1.5 No zoning by-law or zoning by-law amendment will be approved that would preclude meeting the minimum *intensification* targets or minimum densities set out in this Plan.

25.1.6 The Town may initiate a zoning by-law amendment to implement:

a) the policies of this Plan;

b) an official plan amendment;

c) the recommendations of a zoning by-law review;

d) changes to Provincial legislation, plans or policies; and,

e) a direction from Council.

25.1.7 The Town may, in a zoning by-law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions on the use, erection or location.

25.1.8 Council may, in a by-law, delegate the approval of minor zoning by-laws (e.g., to remove a holding symbol "H" or correct typographical errors) to the Director of Planning or a designate, in accordance with the provisions of the *Planning Act*.

25.1.9 Non-conforming Uses

a) The use of land, a building or a structure that does not comply with a zoning by-law but lawfully existed prior to the approval of the zoning by-law will be recognized as a non-conforming use in accordance with the *Planning Act*. If such non-conforming use cease, then the rights derived from the non-conforming use will terminate.

b) The Town may authorize the expansion or enlargement of a non-conforming use or a change to a non-conforming use in accordance with the *Planning Act.*

c) The Town may acquire:

i) any land, building or structure used or erected for a purpose that does not conform with the Zoning By-law; and,

ii) any vacant land having a frontage or depth less than the minimum established by the Zoning By-law for the erection of a building or structure in the defined area in which such land is situate.

d) Further to subsection c), above, the Town may dispose of any such land, building or structure or may exchange any such land for other land within the municipality.

25.1.10 Holding Provisions

a) The Town may, in a zoning by-law, affix a holding symbol "H" in conjunction with any zoning category to specify the future use to which lands, buildings or structures may be put once specified development requirements have been satisfied and the holding symbol is removed by amendment to the zoning by-law.

b) A site-specific holding provision will be used to:

i) ensure that certain conditions, studies or requirements related to a proposed zoning change are met;

ii) achieve orderly staging of development or redevelopment, in accordance with municipal and Provincial policies;

iii) ensure that adequate *infrastructure* and *community services* and facilities are, or will be, available in accordance with municipal standards;

iv) adopt measures to mitigate *negative impacts* resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;

v) satisfy policies of this Plan related to heritage *conservation*, site plan control, potentially contaminated sites, protection of the natural environment, community improvement and any other planning matters determined to be relevant to the development of the lands;

vi) ensure the execution of legal agreements, approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy any of the criteria set out above.

c) Until such time as a by-law is enacted to remove a holding symbol "H", the zoning by-law may permit either the continuation of the existing use or a temporary use that will not jeopardize the future use, in accordance with the standards set out in the by-law.

25.1.11 Temporary Use By-laws

a) The Town may, in a zoning by-law, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the zoning by-law for renewable periods up to three years. A temporary use by-law will only be enacted where it has been deemed that the use is appropriate in the short-term and would not hinder the eventual planned use of the land.

b) In considering the enactment of a temporary use by-law, Council will be satisfied that the proposed temporary use:

i) is in general conformity with the intent and policies of this Plan;

ii) is *compatible* with adjacent lands uses;

iii) is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires;

iv) avoids, mitigates or minimizes adverse environmental impacts;

v) has sufficient services such as water, sewage disposal and roads; and,

vi) does not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities; and,

c) No new buildings or expansions to buildings, except for temporary or moveable structures, should be permitted on land subject to a temporary use by-law.

25.1.12 Inclusionary Zoning

a) The Town may, in a zoning by-law, require that affordable housing units be provided as part of a development within a major transit station area or community planning permit system area.

b) The Town will collaborate with the Region of Peel to prepare an assessment report, in accordance with the *Planning Act*, to:

i) determine the feasibility and applicability of *inclusionary zoning* in Caledon; and,

ii) inform an amendment to this Plan to establish policies to authorize *inclusionary zoning*.

25.2 Interim Control By-laws

25.2.1 Council may enact an interim control by-law in accordance with the *Planning Act* to restrict the use of land, buildings or structures within a defined area where development pressures warrant the review or study of land use policies and zoning provisions. This restriction may only be imposed for one year, with a maximum extension of one additional year.

25.2.2 The Town should complete the review or study enabled by the enactment of the interim control by-law so that any recommended amendments to this Plan and the zoning by-law may be approved by Council prior to the expiry of the interim control by-law.

25.2.3 Uses legally existing prior to the enactment of an interim control by-law will be permitted, consistent with the provisions of the *Planning Act*.

25.3 Minister's Zoning Orders and Community Infrastructure and Housing Accelerator Orders

25.3.1 Council may request that the Minister of Municipal Affairs and Housing make an order for expedited zoning, in accordance with the *Planning Act*, to regulate the use of certain land, buildings or structures in the Town outside of the Greenbelt Area. Such

an order provides an exemption from other planning-related approvals and should only be requested by Council to facilitate a priority project or development in exceptional circumstances.

25.3.2 The Town will implement a corporate procedure for the consideration of Minister's zoning order (MZO) and community *infrastructure* and housing accelerator (CIHA) requests. The procedure will specify the types of exceptional circumstances that would warrant a request, and address the Provincial requirements related to each instrument.

25.3.3 Council will only pass a resolution to request a Minister's zoning order (MZO) or community *infrastructure* and housing accelerator (CIHA) order if the proposed project or development to be facilitated by the order is recommended by staff following an evaluation in accordance with the corporate procedure for the consideration of MZO and CIHA requests.

25.3.4 When reviewing or initiating a request for a Minister's zoning order (MZO) or community *infrastructure* and housing accelerator (CIHA) order, the Town will follow the established corporate procedure for the consideration of MZO and CIHA requests, and consider the technical review matters that would otherwise apply to the proposed project or development, including but not limited to:

a) matters of Provincial interest or Provincial priorities;

b) matters of Town interest and/or Town priorities;

c) overall community benefit;

d) consistency and/or conformity with Provincial policies and plans;

e) conformity with the Region of Peel Official Plan and this Plan, including growth management and phasing policies;

f) sustainability and protection of the natural environment;

g) input from the public and First Nations; and,

h) the capacity and planned delivery of *infrastructure* and community facilities, including:

i) water and wastewater servicing;

ii) transportation facilities and public transit;

iii) parks and recreation facilities;

iv) emergency services facilities; and,

v) municipal operations facilities.

25.3.5 In the case of a conflict between a Minister's order and the Town's zoning by-law, the Minister's order will prevail.

25.4 Committee of Adjustment

25.4.1 The Town will appoint a Committee of Adjustment, under the authority of the *Planning Act*, to hold public hearings and make decisions on applications for minor variances to the Town's zoning by-laws, consents for land severance and changes to non-conforming uses.

25.4.2 Minor Variances

a) Minor variances to the requirements of the Town's zoning by-laws will be considered in accordance with the provisions of the *Planning Act* and this Plan, including the pre-consultation and complete application requirements.

b) The Committee of Adjustment may attach such conditions as it considers advisable to the approval of an application for a minor variance.

25.4.3 Consents to Sever Land

a) Consents may be permitted for the creation of a new lot, boundary adjustments, rights-of-way, easements, long-term leases and to convey additional lands to an abutting lot, provided an undersized lot is not created.

b) Consents will be considered in accordance with the provisions of the *Planning Act*, Provincial plans and policies, the Region of Peel Official Plan, this Plan, including pre-consultation and complete application requirements, and the zoning by-law.

c) Council may, in a by-law, delegate the approval of certain types of consent to staff, as authorized by the *Planning Act.*

d) Applications for consent to create new lots should only be approved where:

i) a plan of subdivision is not necessary to implement the objectives and policies of this Plan;

ii) the proposed lots and uses conform with the policies of this Plan;

iii) the proposed lots and uses comply with the requirements of the zoning by-law, including any variances that may be granted;

iv) the sizes and shapes of the proposed lots are appropriate for the proposed use(s) and placement of buildings, and *compatible* with adjacent lots;

v) the proposed lots will have frontage on a public road and have access permitted by the Town, Region of Peel and/or Ministry of Transportation, as required, that will not result in traffic hazards;

vi) the proposed lots can be adequately and safely serviced by municipal or private water, wastewater and storm drainage facilities;

vii) only a minor extension, improvement or assumption of municipal services is required;

viii) the proposed lots will not restrict the ultimate development of adjacent lands;

ix) existing and planned *infrastructure* corridors, rights-of-way and facilities will be protected and adequately buffered from sensitive land uses in accordance with the policies of this Plan; and,

x) the consent conforms with all relevant policies of this Plan and any applicable Provincial plan.

e) The Committee of Adjustment may approve a consent to sever lands to be conveyed to a public authority or non-government conservation organization for natural heritage conservation purposes if:

i) the fragmentation of natural features and areas will be avoided;

ii) a new lot will not be created in the Prime Agricultural Area, which would permit an additional residential dwelling or additional non-farm development beyond that permitted on the original lot prior to the consent; and,

iii) where deemed necessary, a restrictive covenant or conservation easement is registered on the title of the land to be conveyed for *conservation* purposes to prohibit development for non-conservation uses in perpetuity.

f) The Committee of Adjustment will apply conditions to the approval of a consent to sever land as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application.

g) The Committee of Adjustment may grant consent for a lot line adjustment if the adjustment:

i) is for legal or technical reasons;

ii) is minor in nature; and,

iii) would not result in the creation of an additional lot.

h) An application for consent for a lot line adjustment within the Oak Ridges Moraine Conservation Plan area should include documentation that the proposed severance conforms with the requirements of that Plan.

25.4.4 Changes to Non-conforming Uses

a) The Committee of Adjustment may authorize the expansion or enlargement of a non-conforming use or a change to a non-conforming use in accordance with the *Planning Act*.

25.5 Plans of Subdivision, Plans of Condominium and Part Lot Control

25.5.1 The entire Plan area will be subject to subdivision control and part lot control, pursuant to the *Planning Act*.

25.5.2 Development in urban areas should take place in accordance with comprehensively designed registered plans of subdivision.

25.5.3 In considering a draft plan of subdivision or condominium, the Town will have regard for:

a) Provincial legislation, including the criteria identified in the *Planning Act*;

b) Provincial policies, plans and guidelines;

c) whether the proposed plan conforms to the policies of this Plan; and,

d) whether the proposed plan can be provided with adequate *infrastructure* services, amenities and community facilities and services as required by this Plan.

25.5.4 A proposed plan of subdivision will be required to indicate the proposed use(s) for each block, lot, and parcel of land, and well as the existing and/or proposed uses on adjacent lands.

25.5.5 The Town will apply conditions to the approval of a plan of subdivision or plan of condominium as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application.

25.5.6 The Town will use the provisions of the *Planning Act* relating to subdivision control, including subdivision and condominium development agreements, to ensure that the land use designations and policies of this Plan are complied with and that standards for community design are maintained.

a) Subdivision and condominium development agreements will ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the Town, the Region of Peel, and other agencies.

b) The proponent will be required to post security with the Town to ensure the conditions of the subdivision or condominium development agreement are fulfilled.

25.5.7 Landowner Group Agreements

a) The Town will require a comprehensive landowner group agreement that sets outs the financial requirements for growth-related infrastructure and community services among participating landowners. The agreement will be regarding, but not limited to, fair and equitable cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services, including any front-ending costs where applicable.

b) A landowner agreement is also required to include a provision for additional, previously non-participating, landowners to join the landowner group agreement when they wish to develop their lands.

c) As a condition of draft approval, the trustee of a landowner group will be required to provide proof of a landowner group agreement between all participating landowners to the satisfaction of the Town prior to final approval.

25.5.8 Exemption from Part Lot Control

a) The Town may, in a by-law, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots or blocks.

b) By-laws to exempt lands from part lot control will be limited to a period of not more than three years.

25.6 Community Planning Permits (Development Permits)

25.6.1 Certain types of development within the Niagara Escarpment Plan Area and designated as an Area of Development Control will require a Development Permit from the Niagara Escarpment Commission (NEC) in accordance with Ontario Regulation 826/90.

25.6.2 The Town may, in a by-law, designate one or more community planning permit areas within the Plan area pursuant to the provisions of the *Planning Act*, subject to compliance with applicable regulations. Such a by-law will set out:

a) detailed development standards for all lands within the community planning permit area in conformity with the policies of this Plan;

b) the scope of any delegated authority;

c) community planning permit application submission requirements; and,

d) community planning permit application review procedures, including evaluation criteria.

25.6.3 Upon authorization of a community planning permit system, the Town may implement this Plan, as it applies to the designated community planning permit area(s), through a community planning permit regime that is separate from or supplemental to the other implementation tools described in this Plan.

a) An official plan amendment will be required to identify a community planning permit system area subject to a community planning permit by-law.

b) Within a community planning permit area for which a community planning permit by-law has been enacted:

i) neither the Town's Zoning by-law nor site plan control will apply;

ii) land uses and development must comply with the permitted uses, standards and criteria set out in a community planning permit unless the proposed land uses or development is expressly exempted from a permit as indicated in the community planning permit by-law;

iii) an owner may be required to enter into, and register on title, an agreement to address some or all conditions of a community planning permit approval;

iv) an owner may be required to provide financial security to ensure the satisfaction of any condition of a community planning permit approval.

25.6.4 Proposed amendments to a community planning permit by-law must be:

a) considered in the context of the planned vision for all lands within the area subject to the by-law; and,

b) supported by a comprehensive planning rationale, including studies as identified by the Town and community engagement program.

25.7 Site Plan Control

25.7.1 All lands within the Plan area will be subject to site plan control and designated as a site plan control area. The intent of site plan control is to ensure well-designed development that fits in with surrounding uses and minimizes any *negative impacts*.

25.7.2 The Town will, in a by-law, identify specific types of development subject to site plan control, in accordance with the provisions of the *Planning Act* and its regulations. The site plan control by-law may also deem certain types of development to be exempt from site plan control.

25.7.3 Council may, in a by-law, delegate the approval of site plans for certain types of development to staff, as authorized by the *Planning Act*.

25.7.4 The Town will establish policies, in this Plan and its secondary plans, to address site plan matters including access for pedestrians and vehicles, walkways, parking areas, landscaping, exterior lighting, waste facilities, drainage and the exterior design of buildings.

25.7.5 The Town will establish design guidelines, to be approved by Council, to provide additional direction on site plan matters. Further guidance about design guidelines is provided in section 27.4, Implementing Design Excellence.

25.7.6 Site plans should be consistent with all applicable Council-approved design guidelines.

25.7.7 The Town will apply conditions to the approval of a site plan as authorized by the *Planning Act* and deemed necessary or recommended through the review of the application. Such conditions may require the owner to enter into an agreement or provide an agreement of undertaking with the Town.

25.7.8 Site plan applications for proposed new multi-unit residential or mixed-use buildings may be required to include drawings to demonstrate that the massing and conceptual design of the buildings(s) and site address any on-site or adjacent natural features, and adjacent buildings, streets, and public areas, in accordance with the policies of this Plan.

25.8 Tree Protection

25.8.1 The Town will exercise the powers and apply the tools provided by legislation to implement and enforce its policies to protect and enhance the *urban forest* and *woodlands*, particularly the *Municipal Act, 2001*, and the *Planning Act*.

25.8.2 The Town may enact a private tree protection by-law in accordance with the provisions of the *Municipal Act, 2001*, to supplement its existing woodland conservation by-law, as amended.

25.8.3 The Town will require a proponent of development or *site alteration* to submit an arborist report and/or tree assessment and preservation plan that demonstrates how impacts to on-site and surrounding trees will be mitigated or minimized. Where impacts cannot be avoided, the Town may require tree replacements or a cash-in-lieu payment to the Town as a condition of any approval, authorization or permit to remove trees.

25.8.4 To ensure the long-term viability of trees planted as part of approved development, the Town will require appropriate tree species, soil volume, drainage, and technology through by-laws, site plan control, landscape standards, and Green Development Standards.

25.8.5 Planning and development approvals should prioritize the retention and protection of large, healthy trees over replacement tree plantings and/or compensation.

25.8.6 The Town will encourage the planting of native tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration.

25.8.7 The Town will develop guidelines for tree assessment and preservation plans to minimize impacts to trees on private land.

25.9 Maintenance and Occupancy Standards

25.9.1 The Town may prescribe maintenance standards of occupancy for all types of property through a property standards by-law enacted in accordance with the provisions of the *Building Code Act*. Such a by-law would help to ensure a reasonable standard of

building, yard, and property maintenance by addressing matters such as unsafe structures, and unsafe and/or unsightly conditions.

25.10 Demolition Control

25.10.1 The Town may enact a demolition control by-law to establish areas of demolition control in accordance with the provisions of the *Planning Act*.

25.10.2 Applications to demolish heritage buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

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26. LAND ACQUISITION, ACCESS, CONVEYANCE AND DISPOSITION

To support the implementation of the vision, guiding principles and policies of this Plan, the Town will need to acquire, convey and dispose of certain lands, as well as grant access to certain Town-owned lands through easements or access agreements.

26.1 General

26.1.1 The Town may acquire, hold and dispose of land through purchase, expropriation, dedication, land exchange, or other means, and may use such land for municipal uses, facilities, operations and *infrastructure* in accordance with the *Municipal Act* and *Planning Act.*

26.1.2 Lands to be conveyed to the Town will be required to be in a condition acceptable to the Town and have suitable access.

26.1.3 Prior to the conveyance of any lands to the Town or a public authority, the Town will require the landowner to provide:

a) the appropriate level of environmental site assessment as required by the Province for the proposed use; and,

b) a Provincial record of site condition.

26.1.4 The Town may enter into easements or municipal access agreements for the use of public rights-of-way for the construction, maintenance, and operation of utilities including broadband *infrastructure*, district energy thermal networks and other low carbon energy systems.

26.2 Parkland

26.2.1 The planning objective for parkland is to maintain a minimum of 2.7 hectares of active parkland for every 1,000 residents. The Town will designate lands for new parks through the secondary planning process, and reduce identified parkland deficiencies, where feasible, in accordance with the Town's Parks Plan.

26.2.2 The Town may secure lands for park purposes through purchase, lease, donation, bequest, expropriation, or through parkland dedication pursuant to the *Planning Act*.

26.2.3 Parkland Dedication By-law

a) The Town will, through its parkland dedication by-law, require the conveyance of land to the Town for park or other recreational purposes as a condition of

development, consent or the subdivision of land in accordance with the provisions of the *Planning Act*.

b) The parkland dedication by-law will include provisions for reductions or exemptions from parkland dedication requirements in accordance with the *Planning Act* to support the achievement of Provincial policy objectives such as increasing the supply of affordable and *attainable residential units*.

26.2.4 Cash-in-lieu of Parkland Conveyance

a) The Town may require payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) in the following circumstances:

i) where the application of the rate of parkland required to be conveyed would render the remaining portion of the development site unsuitable or impractical for development;

ii) where the amount of parkland would be insufficient to accommodate the development of a desirable range of recreation facilities;

iii) where existing municipal parkland is available in sufficient quantity and quality to accommodate further development in an area;

iv) where more suitable parcels of land are available for municipal park purposes; and,

v) under other circumstances identified by Council.

b) The Town will place money paid in lieu of parkland conveyance in a park reserve fund to be expended based on priorities determined by the Town in accordance with the provisions of the *Planning Act*.

26.2.5 The Town will not accept the following as part of a parkland conveyance:

a) Natural Environment System lands including but not limited to lands designated Natural Features and Areas, valley lands, wetlands and natural ponds;

b) *hazardous lands*;

c) lands required for drainage purposes or stormwater management;

d) lands susceptible to major flooding, poor drainage or erosion;

e) connecting walkways;

f) utility corridors;

g) lands encumbered by Provincial setbacks, restriction and/or requirements associated with adjacent Provincial highway corridors;

h) lands encumbered by the protected Highway 413 Transportation Corridor;

i) lands encumbered by Federal setbacks, restrictions and/or requirements associated with adjacent Federally regulated *infrastructure*, such as railways and pipelines; and,

j) other lands unsuitable for development or redevelopment.

26.2.6 Where the Town has agreed, or is required by legislation, to include certain lands to be held in private ownership as part of a parkland contribution calculation, the Town and landowner will enter into an agreement to be registered on title to ensure permanent, year-round, public access and address matters including but not limited to safety, maintenance, and liability.

26.2.7 The Town will require that lands to be conveyed as parkland:

a) satisfy the development criteria for the type of park(s) proposed;

b) are in a condition suitable for parkland development in accordance with the standards of the Town;

26.2.8 Park blocks should have a minimum street frontage of 50 metres, or 1 metre per 100 square metres of park space, whichever is greater.

26.3 Cultural Heritage Resources

26.3.1 The Town may participate in the management of *cultural heritage resources* through acquisition, disposition, purchase, lease, donation or other forms of involvement that will result in the sensitive *conservation* of those resources.

26.3.2 Where the Town has agreed to accept lands for parkland purposes that include a cultural heritage resource, the land area required to support the *conservation* of the cultural heritage value and interest of the cultural heritage resource will be defined and delineated to the satisfaction of the Town and conveyed in addition to the required parkland conveyance.

26.3.3 The Town may pass by-laws for entering into easements or covenants with owners of property of cultural heritage value or interest for the purpose of *conservation*.

26.4 Hazardous Lands and Natural Environment Areas

26.4.1 Where *hazardous lands*, open space land and lands designated Natural Environment Area are privately owned, this Plan does not imply that such land is open to the public, nor is it implied that there is a commitment by the Town or any other public authority to purchase the lands.

26.4.2 The Town recognizes that public acquisition of *hazardous lands*, open space land and lands designated Natural Environment Area improves opportunities for *conservation*, protection, enhancement, and stewardship of natural features and areas and the mitigation and management of natural hazards.

26.4.3 The Town will require the conveyance of *hazardous lands*, open space lands and lands designated Natural Environmental Area through the development process as permitted by the *Planning Act* and in accordance with the policies of this Plan. For the purposes of this policy, development will not include:

a) the enlargement or modification of an existing building or structure; or,

b) the replacement of an existing building or structure with another building or structure on the same lot for the same use.

26.4.4 Notwithstanding section 25.4.3, in the case of a consent to sever lands that include a minor valley or tributary, the Town will only seek acquisition of the minor valley or tributary if it:

a) logically extends or connects to lands within the Natural Environment Area designation, which have been, or may potentially be secured by the Town; or,

b) the installation of, or access to, public works is proposed.

26.4.5 Where public ownership cannot be achieved through conveyance, the Town may secure the long-term protection of *hazardous lands*, open space lands, and lands designated Natural Environment Area through other means including easement agreements, land exchange, long-term lease, land trusts, land protection through the planning process.

27. DEVELOPMENT APPLICATION REQUIREMENTS

For the purposes of this Plan, the term "development application" will be interpreted to include applications made pursuant to the *Planning Act*. This chapter sets out pre-consultation requirements, complete application requirements, evaluation criteria and policies to support design excellence.

27.1 Pre-consultation Requirements

27.1.1 Consultation with the Town will be required prior to the submission of an application for an official plan amendment including block plans, zoning by-law amendment, plan of subdivision, plan of condominium, and site plan, in accordance with the Mandatory Pre-Consultation By-law, as amended from time to time.

27.1.2 Applicants may arrange an optional inquiry meeting with a Town planner to discuss a potential proposal and the related development application requirements.

27.1.3 Applicants are encouraged to consult with other relevant regulatory agencies prior to attending the Town's mandatory preliminary (PARC) meeting.

27.1.4 The Town will work with applicable regulatory agencies, such as the Region of Peel and Conservation Authorities, to maintain a coordinated and streamlined pre-consultation process.

27.1.5 Within areas subject to the Niagara Escarpment Plan, applicants are encouraged to consult with the Niagara Escarpment Commission (NEC) to discuss permitted uses, development criteria and submission requirements prior to making an application to the NEC.

27.1.6 Consultation with the Town is encouraged prior to the submission of a consent or minor variance application, in accordance with the Mandatory Pre-Consultation By-law, as amended from time to time.

27.1.7 Applicants are encouraged to consult with other relevant regulatory agencies prior to attending the Town's mandatory preliminary (PARC) meeting.

27.1.8 Following the mandatory preliminary (PARC) meeting, complete application requirements will be provided. The applicant is then required to submit their application through the mandatory pre-consultation (DART) review process to ensure that the material provided in support of the application is accurate, complete and satisfactory.

27.1.9 A mandatory preliminary (PARC) meeting or pre-consultation (DART) review may require more than one designated meeting or review cycle.

27.1.10 An expiry date will be applied to each mandatory preliminary (PARC) meeting or pre-consultation (DART) review.

27.1.11 A mandatory preliminary (PARC) meeting or pre-consultation (DART) review will be required for each type of application and will be heard separately, although PARC meetings and DART reviews (only) may be processed concurrently.

27.2 Complete Application Requirements

27.2.1 All information and material required by the *Planning Act* and applicable regulations will be submitted as part of a complete application for an official plan amendment including block plans, zoning by-law amendment, plan of subdivision, plan of condominium, site plan or consent.

27.2.2 Further to section 27.2.1, and unless an exemption is granted by the Town under section 27.2.5, the following studies, information and materials will be submitted as part of a complete application for an official plan amendment including block plans, zoning by-law amendment, plan of subdivision, plan of condominium, consent, or site plan, in accordance with the Town's Digital Submission Standards:

a) Application Form and Fee

i) application form

ii) application fee, in accordance with the Town's Fee By-law, as amended from time to time, and in effect at the time of application submission

b) Plans, Amendments and Schedules

i) draft official plan amendment

ii) draft zoning by-law amendment and schedule

iii) draft plan of subdivision

iv) draft plan condominium

v) site plan

vi) scalable concept plan

vii) survey plan

viii) draft reference plan

c) Planning

i) accessibility plan

ii) aggregate resource impact study

iii) agricultural impact assessment

iv) air quality assessment

v) air photo enlargement

vi) block plan

vii) commercial impact study

viii) comprehensive development plan

ix) cover letter

x) environmental summary map

xi) fiscal impact study

xii) healthy development assessment

xiii) housing distribution analysis

xiv) Indigenous engagement summary/form and written confirmation that meaningful consultation has occurred with Indigenous Nations

xv) landform conservation plan

xvi) neighbourhood concept plan

xvii) Oak Ridges Moraine Conservation Plan conformity statement

xviii) Ontario Building Code data matrix

xix) Property identification numbers (PIN), abstract/parcel register (OnLand property search), easements, ownership

xx) planning justification report

xxi) public engagement summary and written confirmation that meaningful consultation has occurred with the public

xxii) rehabilitation plan

xxiii) response matrix, responding to all comments provided

xxiv) sustainable community brief

xxv) topographic map

xxvi) topographic survey

xxvii) waste management plan

xxviii) zoning by-law matrix

d) Planning - Written Confirmation Items

i) written confirmation of the satisfactory completion of a Preliminary (PARC) Meeting, where such meeting and form has not expired

ii) written confirmation of the satisfactory completion of the Pre-Consultation (DART) Review

iii) written confirmation of a Regional official plan amendment being in full force and effect, or an amendment not being required for the proposed development

iv) written confirmation that the development is in conformity with the completed Growth Management and Phasing Plan

v) written confirmation of a secondary plan being in full force and effect

vi) written confirmation of a block plan being in full force and effect, or a block plan not being required

vii) written confirmation of an official plan amendment being in full force and effect, or an amendment not being required

viii) written confirmation of any and all approvals from the Niagara Escarpment Commission

ix) written confirmation of a zoning by-law amendment being in full force and effect, or an amendment not being required

x) written confirmation of a draft plan of subdivision having been registered, or one not being required

xi) written confirmation of a draft plan of condominium having been registered, or one not being required

xii) written confirmation of a site plan application having received final site plan Approval, or one not being required

xiii) written confirmation of acceptance of the green development standards

xiv) written confirmation of the completion of a design charette

xv) written confirmation of available student accommodation capacity in schools from the appropriate school board(s)

xvi) written confirmation of appropriate school sites (including but not limited to size, location and configuration) being provided with satisfactory arrangements with the appropriate school board(s)

xvii) written confirmation of appropriate community *infrastructure* being provided with satisfactory arrangements with the Town, Region or other agency

xviii) written confirmation of acceptance of all peer reviews at the owner's sole cost

xix) written confirmation of the completion of a zoning certificate

xx) written confirmation of zoning by-law compliance

e) Heritage and Archaeology

i) archaeological assessments, and written confirmation of the acceptance of all required archaeological assessments by the Ministry of Citizenship and Multiculturalism

ii) cultural heritage assessment report

iii) *built heritage resources* and *cultural heritage landscape* evaluation

iv) heritage impact assessment

v) heritage conservation plan

vi) heritage protection plan

f) Parks and Natural Heritage

i) arborist report, tree inventory, tree management and/or tree preservation plan

ii) comprehensive broader scale environmental study

iii) demarcation of areas regulated by a Conservation Authority

iv) demarcation/staking of stable top-of-bank

v) demarcation/staking of *natural heritage systems*, ecosystem components, natural hazards

vi) ecological land use classification study

vii) environmental implementation report/environmental impact study

viii) environmental inventories and assessment documents

ix) environmental management/reforestation plan

x) environmental management/reforestation report

xi) facility fit plan

xii) floodplain analysis

xiii) forest management plan

xiv) hydrogeological study

xv) landscape cost estimate

xvi) landscape letter of conformance

xvii) landscape plans

xviii) landscape restoration plans

xix) natural heritage evaluation

xx) plotting of floodplain

xxi) reforestation report and plan

xxii) streetscape plan

xxiii) surface hydrology map

xxiv) vegetation and wildlife ecology map

xxv) water balance assessment

xxvi) wetland water balance risk evaluation

xxvii) wildlife survey

xxviii) written confirmation of a permit or clearance letter issued from the appropriate Conservation Authority or other environmental reviewer

xxix) written confirmation of approval of the limits of development from the applicable Conservation Authority or other environmental reviewer

xxx) written confirmation of parkland requirements (dedication and/or cash-in-lieu of parkland)

xxxi) written confirmation of completion of a site visit which may including staking of environmental features and top of bank

g) Urban Design

i) architecture design plan

ii) architectural/community design guidelines

iii) coloured renderings

iv) elevation drawings

v) floor plan drawings

vi) microclimate study

vii) pedestrian level wind study

viii) signage plan

ix) sun and shadow study

x) urban design brief

xi) urban design and cultural heritage brief

xii) visual impact report

xiii) 3D flyovers and flythroughs

h) Development Engineering

i) construction management plan

ii) engineering cost estimate

iii) engineering non-standard/alternative design memo

iv) Environmental Site Assessment – Phase 1

v) Environmental Site Assessment – Phase 2

vi) erosion and sediment control report

vii) erosion and sediment control plans

viii) environmental and engineering summary report

ix) functional servicing report

x) geotechnical report

xi) grading plan(s)

xii) noise (and vibration) study

xiii) photometrics plan

xiv) preliminary dewater plans/*environmental management plan*

xv) preliminary engineering report

xvi) Record of Site Condition (RSC)

xvii) servicing drawings

xviii) single/multi-use demand table (water and wastewater)

xix) slope stability assessment

xx) slope map

xxi) soil and soil drainage classification map

xxii) stormwater design brief

xxiii) stormwater management report

xxiv) streetlight plan

xxv) water balance study

xxvi) written confirmation of servicing approval from the Region of Peel

xxvii) written confirmation of receipt of Record of Site Condition

i) Transportation Engineering

i) on-street parking plan

ii) parking study

iii) pedestrian circulation plan/trails plan

iv) traffic operations assessment

v) transportation impact study

vi) loading study

vii) mobility plan

viii) *transportation demand management* plan

ix) written confirmation of a permit issued by the Ministry of Transportation

x) written confirmation of road access approval from the Ministry of Transportation (MTO) and/or an MTO Permit

xi) written confirmation of road access approval from the Region of Peel

a) For clarity, the division of the information noted above by discipline headings is for the purpose of sorting the material and does not limit or specify which discipline must request the material. It is understood that the material noted above may be requested and reviewed by other disciplines/agencies.

27.2.3 Subject to more detailed policies of this Plan, an applicant will be responsible for the costs of any peer review undertaken by the Town of any studies submitted by the applicant in support of any development application. The Town may enter into an agreement with an applicant to administer peer review and set reasonable controls on peer review costs.

27.2.4 In addition to the information required under sections 27.2.1 and 27.2.2 and in accordance with other relevant and land use specific policies of this Plan, an applicant will be required to submit any other studies, supporting information and material as the Town may determine to be relevant and necessary, regardless of whether it is specifically listed in the Town's Official Plan and Pre-consultation By-law, during the mandatory preliminary (PARC) meeting, mandatory pre-consultation (DART) review or formal application submission.

27.2.5 Exemptions and/or modifications to the complete application requirements of this Plan may be granted by the Director of Planning or designate.

a) Any such exemptions or modifications will be specified in writing during the mandatory preliminary (PARC) meeting.

b) In considering the appropriateness of any such exemptions or modifications the Director or designate may take into account relevant factors such as:

i) where it has been determined that completion of such studies has occurred for an earlier planning approval;

ii) where the study requirement would result in an unnecessary duplication of effort; or,

iii) where the material is not relevant.

27.2.6 All required drawings, reports and technical studies will be prepared by qualified professional consultants in accordance with established standards, guidelines, protocols, and terms of reference as deemed acceptable to the Town.

27.2.7 An application for an Official Plan amendment including block plans, zoning by-law amendment, plan of subdivision or plan of condominium, or site plan will be considered complete under the *Planning Act* only when all of the following items have been provided to the Town:

a) a completed, dated and signed application form, including any required authorization(s);

b) any information or material prescribed by statute or regulation;

c) all complete application material required by the Town pursuant to section 27.2.2;

d) a completed mandatory preliminary (PARC) meeting form identifying complete application requirements and signed by both the applicant and Town staff;

e) satisfactory completion of the pre-consultation (DART) review for the project and applicable formal development application; and,

f) the required application fees.

27.3 Evaluation Criteria

27.3.1 All the relevant policies of this Plan that relate to a development application should be read in their entirety and form the basis for evaluating its conformity with this Plan.

27.3.2 All development applications will be evaluated with consideration of the proposed use, the proposed development intensity, and the proposed form of development.

a) The following criteria will be used to evaluate all development applications:

i) consistency with the Provincial Policy Statement;

ii) conformity with applicable Provincial Plans and legislation;

iii) conformity with the Region of Peel Official Plan;

iv) conformity with the vision and guiding principles of this Plan;

v) conformity with the growth management policies of this Plan;

vi) conformity with the Town Structure;

vii) conformity with the policies of this Plan;

viii) conformity with the policies of the applicable land use designation;

ix) consideration of applicable standards, guidelines, protocols, and terms of reference;

x) the availability of municipal services, in conformity with the growth management, phasing, and growth financing policies of this Plan.

xi) potential planning impacts on adjacent and nearby properties and the extent such impacts may be managed and mitigated. Planning impacts may include matters such as, but not limited to:

- traffic and access management;
- noise and vibration;
- changes to parking availability on streets or at adjacent properties;
- emissions generated by the uses such as odour, dust, or other airborne emissions;
- changes to lighting;
- garbage generated by the proposed use;
- changes to privacy;
- changes to shadowing;
- visual impacts;
- changes to trees and canopy cover;
- changes to c*ultural heritage resources*;
- changes to natural features and areas;
- changes to natural resources; and,
- other matters related to use, intensity and built form.

xii) The degree to which a proposal fits within its context will also be evaluated. It is recognized that the context consists of existing development as well as the planning policy objectives for a site and surrounding area. An evaluation of fit may include consideration of matters such as, but not limited to:

- policy goals and objectives for the land use designation;
- policy goals and objectives for design excellence as set out in section 27.4;
- prevailing neighbourhood character;
- streetscape character;
- street wall;
- building height;
- density;
- massing;
- scale;
- building placement;
- setbacks and step-backs;
- relationship to adjacent buildings;
- proposed architectural attribute such as windows, doors, and rooflines;
- materials;
- relationship to *cultural heritage resources* on the site and adjacent to it;
- landscaping and trees;
- coordination of access points and connections; and,
- other relevant matters related to use, intensity and form.

b) Nothing in this section will take away from specific requirements identified in the other policies of this Plan. As set out in the complete application requirements

policies of this Plan, sufficient information must be submitted by the applicant to allow for these evaluation criteria to be applied.

27.4 Implementing Design Excellence

27.4.1 The Town will employ all available powers and tools to achieve a consistently high standard of site, building and landscape design.

27.4.2 To implement the design policies of this Plan, the Town will:

a) ensure that the Town's Comprehensive Zoning By-law is regularly reviewed and amended to include standards that reflect the design objectives and policies of this Plan;

b) update the Town-wide design guidelines and to include appropriate urban design guidance for all types of development and uses;

c) prepare, or require the preparation of, area-specific design guidelines in accordance with this Plan;

d) ensure that its engineering standards are regularly reviewed and revised as required to address the design objectives and policies of this Plan as well as any Council-approved design guidelines;

e) ensure that the Town's site plan control manual sets out the requirements of the Town in a clear and concise manner; and,

f) develop Town-wide green development standards, guidelines and associated performance metrics to be applied to proposed development.

27.4.3 To implement the design policies of this Plan, the Town should:

a) establish a design review panel to assist in the review of development applications to ensure high quality urban design;

b) ensure that all public works decisions conform with the design policies of this Plan and are consistent with all applicable Council-approved design guidelines;

c) establish architectural control in greenfield areas to:

i) detail proposed building designs and materials;

ii) avoid repetitive building forms along residential streets;

iii) ensure that prominent lots, such as corner lots, have specific building designs; and,

iv) ensure that the impact of garages and loading doors on streetscapes is mitigated.

27.4.4 Design Guidelines

a) Design guidelines will be:

i) prepared by qualified urban designers;

ii) approved by Council; and,

iii) used to guide the design and construction of municipal projects and the evaluation of development applications.

b) Development applications should be consistent with all applicable Council-approved design guidelines.

c) The Town may require the preparation of area-specific design guidelines to support the implementation of secondary plans, block plans, and major development proposals, including plans of subdivision.

27.4.5 In accordance with the complete application requirements of this Plan, applicants will be required to submit information and materials to demonstrate conformity with the design policies of this Plan and consistency with any applicable design guidelines.

27.4.6 An urban design brief or architectural design plan will guide:

i) the desired siting of buildings;

ii) architectural design elements and materials;

iii) the design of prominent/special lots, including corner lots; and,

iv) the design review process.

27.4.7 The Town may also require, as a condition of approval of a draft plan of subdivision or site plan, design review by a qualified professional prior to the issuance of construction permits for each building to ensure consistency with the applicable design guidelines.

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28. PUBLIC ENGAGEMENT AND NOTICE

Consistent with the vision and guiding principles of this Plan, the Town's public engagement and notice measures, as outlined in this chapter, are intended to be transparent, accessible, responsive, and inclusive.

28.1 General

28.1.1 The Town will follow the public notification and engagement procedures prescribed by the *Planning Act*, and its regulations. The *Planning Act* also authorizes the Town to implement alternative measures for informing and obtaining the views of the public in respect of certain types of proposals as set out in this Plan.

28.2 Additional Meeting Requirements and Alternative Notice Measures

28.2.1 Further to the meetings prescribed by the *Planning Act* and its regulations:

a) A community meeting should be held regarding a proposed official plan amendment or zoning by-law amendment.

b) Council may request that additional meetings be held regarding a proposed official plan amendment or zoning by-law amendment.

c) An additional public meeting should be held where:

i) there has been a significant change to a proposed official plan amendment or zoning by-law amendment; or,

ii) a significant amount of time has passed since the most recent public meeting.

d) In the case of a comprehensive review of this Plan, Council may choose to hold more public meetings than the open house and statutory public meeting prescribed by the *Planning Act*.

28.2.2 An open house required by the Town will be held no later than seven days prior to the date of the initial public meeting.

28.2.3 Notice of any additional meetings described in section 28.2.1 will be provided no later than 14 days prior to the date of the meeting or open house.

28.2.4 Notice of a statutory public meeting (i.e., required by the *Planning Act*) in respect of a proposed official plan amendment or zoning by-law amendment where a community meeting has been, or is to be, held, will be given in accordance with the *Planning Act*,

or the regulations thereto, except where in conflict with the following policies, which will prevail:

a) Notice will be given than no later than 14 days prior to the date of the statutory public meeting.

b) Notice regarding a proposal that applies Town-wide or generally to the Town will be placed in the local newspapers with sufficient general circulation to collectively cover the entire Plan area.

c) Notice given regarding a site-specific proposal will be:

   i) placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands; or,

   ii) sent by personal service, ordinary mail, fax or e-mail to every owner of land:

   - within 120 metres of the subject lands; or,
   - within the mandatory alternative notice radius required by section 28.2.5; or,
   - within the discretionary alternative notice radius determined pursuant to section 28.2.6.

d) Notice given regarding a site-specific proposal will include the erection, by the applicant, notice of application signage on the lands subject to the application in accordance with Town requirements.

e) Notice given to an organization or public body will be sent by personal service, ordinary mail, email or fax.

28.2.5 Any required notice regarding the intention to pass a zoning by-law amendment to remove a holding zone provision ("H" symbol) will be placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands no later than 5 days prior to the date of the applicable Council meeting.

28.2.6 Mandatory Extension of Public Notice Outside of the Urban Area

a) Notice of a proposed official plan amendment or zoning by-law amendment in respect of lands outside of the urban area will be provided to owners of land within a 1,000-metre radius of the subject lands where a 120-metre radius would otherwise be required.

28.2.7 Discretionary Extension of Public Notice within the Urban Area

a) The Director of Planning or designate may direct that a 120-metre notice radius be extended to notify additional owners of land in relation to a development application where one or more of the following circumstances apply:

i) The subject lands are surrounded by a limited number of properties that substantially comprise the 120-metre notice radius.

ii) A significant population is located just beyond the 120-metre notice radius.

iii) A limited number of remaining neighbourhood properties are located just beyond the 120-metre notice radius.

b) The Director of Planning or designate may not direct that the 120-metre notice radius be extended if such an extension would result in:

i) an excessively large notice area;

ii) an excessively large number of property owners being notified, creating undue cost implications; or,

iii) notification to property owners that are not reasonably associated with the subject property.

28.2.8 Discretionary Extension of Public Notice for Town-initiated Amendments

a) For a site- or area-specific official plan or zoning by-law amendment initiated by the Town, where newspaper notice would not otherwise be required and there may be wider public interest, the Director of Planning or a designate may direct that notice be placed in the local newspaper(s) with sufficient general circulation in the area of and around the subject lands.

28.2.9 The content and effective date of any notice will otherwise be in accordance with the application provisions of the *Planning Act*, or the regulations thereto.

28.2.10 Applicants and relevant technical consultants should attend all public engagement events related to their development application and be prepared to respond to questions and comments.

28.3 Indigenous Engagement

28.3.1 Indigenous Nations are unique with distinct cultures, constitutional rights, histories, governance, traditions and languages, and it cannot be assumed that there is a singular Indigenous point of view. Requirements for consultation with Indigenous Nations differ from public consultation because of section 35 of the *Constitution Act* regarding Aboriginal and treaty rights.

28.3.2 Ontario municipalities are required to engage with Indigenous Nations in accordance with Provincial plans, policies, and legislation, including the *Planning Act*, the *Environmental Assessment Act*, and the *Ontario Heritage Act*.

28.3.3 The Town will foster meaningful relationships with Indigenous Nations on matters of mutual interest and concern to become better neighbours and partners.

28.3.4 The Town's Indigenous Community Engagement Protocol will provide direction on meaningful engagement with Indigenous Nations related to development applications or Town-initiated planning projects.

28.3.5 The Town will engage and consult with Indigenous Nations, the Region of Peel, and neighbouring municipalities on matters of mutual interest and concern in accordance with the Indigenous Community Engagement Protocol.

28.3.6 Further to the *archaeological resources* policies in Chapter 6, Cultural Heritage, of this Plan:

a) Indigenous Nations will be notified of the identification of Indigenous burial sites and *significant archaeological resources* related to the activities of their ancestors.

b) Where *archaeological resources* are documented and found to be Indigenous in origin, a copy of the relevant archaeological assessment report will be provided to the appropriate Indigenous Nations.

c) Where Indigenous *archaeological resources* cannot be *conserved* in place, the Town, development proponent and consultant archaeologist will consult with the appropriate Indigenous Nations to identify interpretive and commemorative opportunities to ensure the long-term protection of the archaeological resources.

d) Indigenous Nations will be notified and engaged in any process to review or update the archaeological management plan required by the cultural heritage policies of this Plan.

29. PROGRAMS AND INCENTIVES

This chapter establishes and describes the programs and incentives that may be used by the Town to implement this Plan.

29.1 Community Improvement Plans

29.1.1 The Town may, in a by-law, designate one or more community improvement project areas in accordance with the provisions of the *Planning Act* to address one or more of the following:

a) deficiencies in the physical *infrastructure* of the area, including water, sanitary sewers, storm sewers, roads, sidewalks, curbs, street lighting, traffic control and electrical facilities;

b) opportunities to support climate change adaptation and mitigation measures in alignment with this Plan;

c) inadequate parks, open space, landscaping and community or recreation facilities;

d) opportunities for placemaking improvements to the built, natural and social environments;

e) evidence of economic decline in commercial areas, such as unstable uses or high vacancy rates;

f) opportunities to enhance or facilitate the viability of mixed-use, commercial, residential and employment areas;

g) opportunities to enhance or facilitate economic activity in agricultural and *rural areas* in accordance with permitted uses in this Plan;

h) problems with incompatible land uses;

i) buildings and structures in need of maintenance and repair;

j) need to improve streetscape amenities on public and/or private property;

k) deficiencies in the provision or design of off-street parking areas;

l) need for cultural heritage resource conservation;

m) opportunities for *infill* and development of under-utilized sites;

n) opportunities to address housing issues that may be particular to one community or Town-wide, including the development of affordable home ownership and rental housing; and,

o) existing or probable soil or water contamination.

29.1.2 A community improvement plan may be prepared, adopted and implemented to guide the following within each community improvement project area:

a) upgrades to existing municipal infrastructure and services for the purpose of stimulating private investment;

b) the construction, repair, rehabilitation or improvement of buildings and structures;

c) the acquisition, holding, clearing, grading or preparation of land for community improvement;

d) the sale, lease or transfer of municipal lands and buildings; and,

e) the provision of grants, loans or tax assistance for community improvement activities such as the cost of rehabilitating lands and buildings.

29.1.3 Prior to adopting a community improvement plan, Council will be satisfied that it can reasonably finance the Town's share of its implementation costs.

29.1.4 The Town may, in a by-law, dissolve a community improvement project area where it is satisfied that the community improvement plan has been carried out.

29.2 Incentives for Intensification

29.2.1 The Town will develop and implement, in collaboration with the Region of Peel, planning and financial tools, incentives and arrangements to promote and support *intensification* in Town's Centres and Corridors, as identified on Schedule B1, Town Structure.

29.2.2 The Town will work in collaboration with all levels of government to provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to the Town's Centres and Corridors, as identified on Schedule B1, Town Structure.

29.3 Support and Incentives for Affordable Housing

29.3.1 The Town will encourage and support the provision of affordable housing town wide and particularly in the Town's Centres and Corridors, as identified on Schedule B1, Town Structure, which are planned to be served by future transit service.

29.3.2 The Town may provide financial and non-financial incentives to encourage or support the development of affordable housing units. Town incentives will build on and complement incentives provided by other levels of government and may include:

a) a grant in lieu of property taxes for the affordability period;

b) a waiver or grant in lieu of Town development application fees;

c) a waiver or grant in lieu of Town development charges;

d) relief from cash-in-lieu of parkland requirements;

e) a waiver of the Town requirement for letters of credit related to servicing and landscaping;

f) as-of-right zoning for affordable housing;

g) alternative development and design standards; and,

h) any other measures authorized through legislation.

29.3.3 The Town may provide financial and non-financial incentives for affordable rental housing in the form of:

a) additional dwelling units, where such units are permitted; and,

b) single-room occupancy accommodation in permitted rooming and boarding houses, subject to an amendment to incorporate implementing policies into this Plan.

29.3.4 The Town may develop alternative development and design standards for affordable and supportive housing.

29.3.5 The Town may provide financial and non-financial incentives to encourage or support the inclusion of universal design elements in a higher share of new residential units.

29.4 Support for Economic Development

29.4.1 Recognizing the financial benefits of employment and commercial development, the Town should:

a) streamline approval processes, where possible, to support the implementation of this Plan and the Town's Economic Development Strategy;

b) ensure that a sufficient supply of land is available for employment uses;

c) develop policies to facilitate and encourage employment and commercial development in the Town's key areas of competitive advantage such as:

i) tourism and recreation;

ii) agricultural and agricultural-related or supported businesses;

iii) small business and home-based occupations;

iv) knowledge-based and innovation industries;

v) advanced manufacturing, including food-based manufacturing; and,

vi) eco-business zones and industries that promote environmental quality, economic vitality, and social benefits.

29.4.2 The Town should work with the Ontario Federation of Agriculture, the Peel Federation of Agriculture, the Province and other organizations to support agricultural operations and *agriculture-related uses*, including the implementation of agri-food strategies and food systems planning.

29.4.3 The Town will participate in the Federal Government's Zero Emission Vehicle Infrastructure Program and support facilities and programs that will help achieve net-zero greenhouse gas emissions, including, but not limited to:

a) facilities that promote alternate modes of transportation to reduce dependency on the single-occupant vehicle;

b) electrical vehicle charging *infrastructure*; and,

c) the Green Fleet Strategy.

30. MONITORING REQUIREMENTS

The Town recognizes the importance of information to support decision-making and priority setting. Further to Part A, section 1.8, Monitoring, this chapter sets out specific monitoring requirements to help the Town measure the success of the Plan and regularly update and improve its content.

30.1 Municipal Planning Data Reporting

30.1.1 The Town will provide quarterly reports to the Ministry of Municipal Affairs and Housing, as required by Provincial regulation, documenting *Planning Act* applications that have been submitted, decided or appealed, as well as any community housing accelerator and zoning orders made by the Minister.

30.1.2 The Town will provide annual reports to the Ministry of Municipal Affairs and Housing, as required by Provincial regulation, documenting any:

a) new *strategic growth areas* or employment areas;

b) employment area conversions;

c) new major transit station area boundaries or changes to major transit station area boundaries; and,

d) changes to settlement area boundaries.

30.2 Monitoring Growth and New Communities

30.2.1 The Town will regularly monitor the type and distribution of growth occurring to assist with *infrastructure* and transit planning, growth management and land use decision making.

30.2.2 A monitoring program will be developed and implemented to assess the achievement of the growth-related policies of this Plan including, among other things:

a) population and employment growth;

b) population and employment densities;

c) residential and employment *intensification*;

d) employment and housing mix;

e) residential and non-residential development activity;

f) available water and wastewater capacity;

g) geographic equity in service provision;

h) design excellence; and,

i) percentage of the work force living and working within the Town.

30.2.3 The Town will monitor the application of the Region of Peel's Healthy Development Framework through Town policies, standards and guidelines, as well as development approvals, to determine its effectiveness in contributing to *healthy communities*.

30.3 Monitoring Housing

30.3.1 The Town will regularly monitor housing to assess the effectiveness of this Plan's policies in addressing local housing needs.

30.3.2 The Town will monitor housing production, including the mix of dwelling types, tenure and affordability.

30.3.3 The Town will monitor the supply of draft approved and registered residential lots.

30.3.4 The Town will work with the Region of Peel to establish a framework to monitor and report on affordable housing units acquired through inclusionary zoning, administer the units, and ensure any proceeds from the sale of units above the affordability threshold will be used for affordable housing initiatives.

30.4 Monitoring the Environment and Changing Climate

30.4.1 As part of regular reporting on the state of the environment in Caledon, the Town will monitor and assess matters addressed by this Plan such as:

a) the protection of natural features and areas;

b) climate change adaptation and mitigation indicators;

c) conformity with the sustainability objectives and policies in this Plan;

d) ecosystem integrity;

e) water resources;

f) the reliability and availability of diverse energy and transportation services; and,

g) energy and water use and greenhouse gas emissions.

30.4.2 A monitoring program will be developed and implemented to assess the achievement of the Natural Environment System policies of this Plan. Potential evaluation metrics may include, among other things:

a) total forest cover;

b) total hectares of land protected; and,

c) an inventory of species at risk.

30.4.3 The Town will promote monitoring of the individual and cumulative effects of the *transportation system* on the Natural Environment System, including the effects of road salt and transportation-related emissions.

30.5 Official Plan Review

30.5.1 At least once every 10 years, the Town will review this Plan in accordance with the requirements of the *Planning Act*. The official plan review will determine if:

a) the policies and targets of the Plan are being met;

b) the objectives and policies of the Plan remain valid and realistic in view of changing social, economic, environmental and technological circumstances;

c) the policies of the Plan are adequate for the achievement of its vision and guiding principles; and,

d) further study of any policy components will be required.

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31. GLOSSARY

Accessibility means the design of products, devices, services, or environments for people who experience disabilities. Ontario has laws to improve accessibility for people with disabilities, including the *Accessibility for Ontarians with Disabilities Act* (AODA), the Ontario Human Rights Code, and the Ontario Building Code.

Accessory means:

a) naturally and normally incidental, subordinate and exclusively devoted to the principal use located on the same lot. (Niagara Escarpment Plan); or,

b) the use of any land, building or structure which is subordinate or incidental to the principal use located on the same lot.

Accessory facility means a detached building, structure or other installation that is not used for human habitation, the use of which is naturally and normally incidental, subordinate, and exclusively devoted to the principal use located on the same lot. (Niagara Escarpment Plan)

Accessory use means the use of any land, detached building, structure or facility that is incidental, subordinate in size and exclusively devoted to the principal use, building or structure located on the same lot. (Oak Ridges Moraine Conservation Plan)

Active recreation means activity characterized by the need for special facilities, such as golf courses, tennis courts and recreation theme parks, which usually require large scale modification of the land surface, often accompanied by the introduction of buildings and structures.

Active transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (Provincial Policy Statement)

Additional residential unit means a self-contained separate dwelling unit with full kitchen and bath facilities and separate entrance, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house (also referred to as second units or secondary suites). (Region of Peel Official Plan)

Adjacent lands:

a) Within the Oak Ridges Moraine Conservation Plan (ORMCP) area, all lands within the ORMCP Minimum Area of Influence, and those lands described in subsections b) ii) and c) of this definition.

b) Within the Greenbelt Plan Protected Countryside, all lands within 120 metres of a *key natural heritage feature* within the Natural Heritage System and all lands within 120 metres of a Key Hydrologic Feature anywhere within Protected Countryside, and those lands described in subsections c) ii) and d) of this definition; or,

c) In relation to wetlands:

   i) those lands within 120 metres of an individual wetland area; and,

   ii) all lands connecting individual wetland areas within a wetland complex.

d) as defined in the Provincial Policy Statement, 2020, as amended.

e) In all other environmental instances:

   i) lands abutting Environmental Policy Area;

   ii) lands which include Supportive Natural Systems and Natural Linkages contiguous to Environmental Policy Area; and,

   iii) lands having a probable functional relationship with Environmental Policy Area.

Adverse effects means one or more of:

a) impairment of the quality of the natural environment for any use that can be made of it;

b) injury or damage to property or plant or animal life;

c) harm or material discomfort to any person;

d) an adverse effect on the health of any person;

e) impairment of the safety of any person;

f) rendering any property or plant or animal life unfit for human use;

g) loss of enjoyment of normal use of property;

h) interference with normal conduct of business; and,

i) within the Oak Ridges Moraine Conservation Plan area, impairment, disruption, destruction or harmful alteration.

Affordable residential unit means a residential unit that is either owned or rented that meets the following criteria:

a) For rental - In the case of a residential unit intended for use as a rented residential premises, the less expensive of the following will be considered to be an affordable residential unit:

   i) The rent is no greater than 30 per cent of the gross annual household income for low- and moderate-income households.

   ii) The rent is at or below the average market rent of a unit in the regional market area.

b) For ownership - In the case of a residential unit not intended for use as a rented premises, the less expensive of the following will be considered to be an affordable residential unit:

   i) The price of the residential unit results in an annual accommodation cost that is no greater than 80 per cent of the gross annual household income for low- and moderate-income households.

   ii) The purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

Attainable residential unit means a residential unit that meets the following criteria:

a) The residential unit is not an *affordable residential unit*;

b) The residential unit is not intended for use as a rented residential unit.

c) The residential unit was developed as part of a prescribed development or class of developments;

d) The residential unit is sold to a person who is dealing at arm's length with the seller; and,

e) Such other criteria as may be prescribed by the Province.

Age-friendly means in an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help older adults "age actively." In other words, the community is set up to help older adults live safely, enjoy good health and stay involved.

Agri-food network means within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; on-farm buildings and *infrastructure*; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities. (Provincial Policy Statement)

Agri-tourism uses means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation. (Provincial Policy Statement)

Agricultural impact assessment means a study, prepared in accordance with provincial and municipal guidelines, that evaluates the potential impacts of non-agricultural development on agricultural operations and the a*gricultural system* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural system means a system as mapped and issued by the Province and further refined as shown in this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:

a) an agricultural land base comprised of *prime agricultural areas*, including specialty crop areas, and *rural lands* that together create a continuous productive land base for agriculture; and,

b) an *agri-food network*, which includes *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural uses means the growing of crops, including nursery, cannabis and industrial hemp, biomass, and horticultural crops; the breeding, care and/or raising of livestock including horses and bees; raising of other animals for food, fur or fibre, including poultry and fish and the selling of such stock or the product of such stock; aquaculture; apiaries; agro-forestry and the sale of related products including fuel wood, Christmas trees, and maple products; but excluding the retail sale of cannabis-based and industrial hemp-based or derived products; and associated on- farm structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, a farm dwelling and accommodation for full-time farm labour when

the size and nature of the operation requires additional employment. Cannabis-related uses and industrial hemp-related uses, excluding the outdoor cultivation of cannabis or industrial hemp, in all agricultural and *rural areas* will be considered *high impact agricultural uses*.

Agriculture-related uses means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. (Provincial Policy Statement)

Examples of agriculture-related uses include, but are not limited to, the use of land and/or buildings or structures for:

a) the manufacturing, processing, storage, wholesale and/or retail sales of such goods as farm machinery, farm equipment, tools, consumables, agricultural by-products, sub-surface drainage materials;

a) grain drying;

b) cold storage facilities;

c) custom spraying;

d) abattoirs; and,

e) farm-based alcohol production facilities.

Uses excluded from consideration as agriculture-related uses include:

a) cannabis-related uses;

b) industrial hemp-related uses not associated with outdoor cultivation; and,

c) the retail sale of cannabis-based and industrial hemp-based or derived productions.

Alternative energy system means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Ancillary uses means uses that primarily serve the business functions on employment land, such as small-scale retail uses.

Archaeological resources means artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*. Archaeological resources may include the remains of a building, structure, activity or cultural feature or object which, because of the passage of time, is on or below the surface of land or water and is of significance to the understanding of the history of a people or place.

Areas of archaeological potential means areas with the likelihood to contain *archaeological resources*. Criteria to identify archaeological potential are established by the Province. The *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist. (Provincial Policy Statement)

Areas of Natural and Scientific Interest (ANSI) means areas of land and water containing natural landscapes or features which the Province has identified as having life science or earth science values related to protection, scientific study or education. Life Science ANSIs are ANSIs identified by the Province for their biotic attributes. Earth Science ANSIs are ANSIs identified by the Province for their geologic attributes.

Buffer means an area of vegetated land adjacent to a natural heritage feature or area that helps to mitigate the *negative impacts* of development or *site alteration*. The extent and composition of a vegetated buffer is determined in accordance with provincial and municipal official plan policies or through a *subwatershed* study, *environmental impact study* or other equivalent study.

Built heritage resources means one or more buildings, structures, monuments, installations, or any manufactured or constructed part of remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on a property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included in local, provincial, federal and/or international registers. (Growth Plan)

Community services means all municipal indoor recreation facilities and programs that contribute to the physical, social, and economic wellbeing of the municipality and enhance the overall quality of life for its residents.

Compact built form means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and

institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation,* sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*.

Compatible means the development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

Complete communities means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. Complete communities are *age-friendly* and may take different shapes and forms appropriate to their contexts.

Conservation:

a) in an ecological context, means the wise management of the environment in a way that will maintain, restore, enhance and protect its *quality and quantity* for sustained benefit to humans and the environment; and,

b) in a cultural heritage context, means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Contaminant management plan means a report that demonstrates how development proposals, involving the manufacturing, handling and storage of bulk fuels, chemicals or contaminants (significant threats prescribed under the *Clean Water Act*) will implement safety measures to help prevent contamination of ground water or surface water supplies. The contaminant management plan must include a list of all chemicals

used on the subject lands and within any structures and demonstrate how the risk of release to the environment will be mitigated and managed.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (Provincial Policy Statement)

Cultural heritage resources means *built heritage resources*, *cultural heritage landscapes* and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Greenbelt Plan, Growth Plan)

Cumulative environmental impacts means the incremental effect of an action when added to other past, present, and foreseeable future actions. These changes are characterized by being collectively significant over time and space, by occurring frequently in time or densely in space, and by combining additively or synergistically.

Delineated Built-up Area means all land within the limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum *intensification* target in this Plan.

Designated Greenfield Area means lands within *settlement areas* (not including rural settlements) but outside of *delineated built-up areas* that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include *excess lands*. (Growth Plan)

Ecological functions means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions

Ecological integrity means the condition of ecosystems in which:

a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity,

b) natural ecological processes are intact and self-sustaining, and,

c) the ecosystems evolve naturally.

Ecological integrity includes hydrologic integrity.

Employment area means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (Provincial Policy Statement, Growth Plan)

Endangered species means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time. (Provincial Policy Statement)

Environmental impact study means a study prepared in accordance with the Town's terms of reference, to identify and assess the impacts of development on a specified ecosystem form, function and integrity.

Environmental management plan means a plan prepared in accordance with the Town's terms of reference, which provides for the protection, maintenance, enhancement and restoration of specified ecosystem forms or functions.

Existing lot of record means lot held under distinct and separate ownership from all abutting lots as shown by a registered conveyance in the records of the Land Registry office on May 23, 2014. (Region of Peel Official Plan)

Farm operation means the composite of all parcels of the land base where the predominant activities are *agricultural uses*; a principal farm residential dwelling; supplementary farm residences required for the farm operation; barns, sheds, silos, manure storage structures and accessory buildings and other structures, which support the farm operation; On-farm Diversified Uses, where they meet the policies of this Plan; and woodlands located on the properties associated with the uses listed above will be considered as part of the farm operation. The farm operation must have a valid Farm Business Registration Number.

Fish habitat means the spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend, directly or indirectly, to carry out their life processes as defined in the *Fisheries Act*.

Flooding hazard means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water.

Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:

a) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

b) the one-hundred-year flood; and,

c) a flood greater than i) or ii), which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry, except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Green Development Standards (GDS) means a set of measures integrated into the planning approvals process for new developments related to environmentally, socially, and economically sustainable design in order to help meet the Town's climate objectives.

Green infrastructure means natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Habitat of endangered and threatened species means habitat within the meaning of section 2 of the *Endangered Species Act, 2007*.

Hazardous lands means property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (Provincial Policy Statement)

Hazardous sites means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (e.g., sensitive marine clays/Leda clay, organic soils) or unstable bedrock (i.e., karst topography). (Provincial Policy Statement)

Hazardous waste, as defined in Regulation 347 of the Revised Regulations of Ontario, 1990, as amended.

Headwater means the source area of a stream including springs and upwelling areas.

Healthy communities means a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a proactive model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of community activities and resources, and a monitoring of the link between daily stress and health. A healthy community is characterized by:

a) a clean, safe, high quality physical environment;

b) a stable ecosystem that is moving towards sustainability;

c) a strong, mutually supportive and non-exploitative community;

d) a high degree of participation and control by the public over decisions affecting their lives, health and well-being;

e) the meeting of basic needs for food, water, shelter, income, security and work for all the people of the community;

f) access to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication;

g) a diverse, vital and innovative economy;

h) connectedness with the past and with the cultural and biological heritage of the community, groups and individuals;

i) a form that is *compatible* with and enhances the preceding characteristics;

j) an optimum level of appropriate health and sick care services available to all; and,

k) high levels of positive health and low levels of disease.

Heritage attributes, with respect to cultural heritage, means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property).

Heritage conservation district means an area of the municipality designated under Part V of the *Ontario Heritage Act* for the purposes of protecting and enhancing the special, collective character of that area.

Highly vulnerable aquifers means aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant adverse effect.

Housing assessment a document, which could be a component of a Planning Justification Report, that evaluates how a proposed development will contribute to Peel-wide new housing unit targets shown in Table 4 of the Region of Peel Official Plan and meets the housing policies of this Plan and local municipal official plans. The housing assessment will consider how an appropriate range and mix of housing unit types, densities, sizes, affordability, and tenure will be provided through the development. Local municipalities are required to ensure that the housing assessment is consistent with Regional policies and definitions, including using the most current rental and ownership affordability thresholds.

Impervious surface means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

Inclusionary zoning includes policies, zoning by-laws and programs that require development of residential units to include affordable housing units and provide for those units to be maintained as affordable over time.

Infill means housing development in existing residential neighbourhoods within settlements, on vacant or underutilized land.

Infrastructure means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution

systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Intelligent transportation systems (ITS) means the application of advanced and emerging technologies in transportation.

Intensification means the development of a property, site or area at a higher density than currently exists through:

a) redevelopment, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) *infill* development; and,

d) the expansion or conversion of existing buildings. (Provincial Policy Statement)

Invasive species means plants, animals and micro-organisms that spread when introduced outside of their natural distribution and cause serious and often irreversible damage to ecosystems, the economy and society.

Issue contributing area means a vulnerable area around a municipal drinking water well where contaminates (e.g., nitrates, chlorides, or sodium) have been detected at a concentration, or there is a trend of increasing concentration of the contaminants, that may result in the deterioration of the quality of water for use as a source of drinking water.

Key natural heritage feature means a key natural heritage feature as described in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, and Lake Simcoe Protection Plan.

Key hydrologic feature means a key hydrologic feature as described in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, and Lake Simcoe Protection Plan.

Landform conservation area means a landform conservation area as described in the Oak Ridges Moraine Conservation Plan.

Landform features means distinctive physical attributes of land such as slope, shape, elevation and relief.

Life Science Areas of Natural and Scientific Interest (ANSIs) means an area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.

Linkage means an area providing connectivity to support a range of community and ecosystem processes and enable plants and animals to move between natural heritage features and areas over multiple generations. Linkages can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between natural heritage features and areas, surface water features and ground water features. The location, width, length, structure and function of linkages should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or *natural heritage system* study. (Adapted from MNRF Natural Heritage Reference Manual, Second Edition)

Liquid industrial waste as defined in Regulation 347 of the Revised Regulations of Ontario, 1990, as amended.

Local institution means schools and small places of worship that serve a local population. Local institutions include community services and facilities, such as daycares, libraries, and recreation facilities.

Low impact development means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

Major development, as defined in the Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan and Greenbelt Plan, as amended, means development consisting of:

a) the creation of four or more lots;

b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or,

c) the establishment of a major recreational use as described in section 38 of the Oak Ridges Moraine Conservation Plan, 2017.

Major facilities means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation *infrastructure* and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. (Provincial Policy Statement)

Major goods movement facilities and corridors means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: intermodal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Provincial Policy Statement)

Major retail means large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.

Minimum distance separation formulae means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Missing middle describes a range of housing types between detached dwellings and mid-rise apartment buildings that were more common before World War II. It includes *additional residential units*, *multiple attached dwellings*, *multiplexes* and low-rise apartment buildings.

Mode share means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multimodal transportation system means a *transportation system* which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Multiple attached dwelling means a dwelling unit within a building containing three or more dwelling units, such as a townhouse/row house, stacked townhouse or back-to-back townhouse.

Multiplex means a single, low-rise, building with two, three or four dwelling units built at a scale similar to a detached dwelling. This type of housing is also referred to as a duplex, triplex or fourplex.

Natural hazards means hazards due to flooding, erosion, dynamic beaches, the presence of hazardous forest types for wildland fire, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

Natural heritage system means a system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable *ecological functions* to continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts:

a) in regard to policy 1.6.6.4 and 1.6.6.5 of the Provincial Policy Statement, potential risks to human health and safety and degradation to the *quality and quantity* of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;

b) in regard to policy 2.2 of the Provincial Policy Statement, degradation to the *quality and quantity* of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or *site alteration* activities;

c) in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*; and,

d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive development or *site alteration* activities.

Net-zero means a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production.

Normal farm practices, means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices will be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

On-farm diversified uses means uses that are secondary to the principal *agricultural use* of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products.

Passive recreation means activity characterized by low intensity outdoor pastimes, such as hiking, snowshoeing, picnicking, bird watching, and photography, requiring minimal modification of the land surface and relatively few if any buildings or structures, such as a trail, benches, boardwalk or gazebo.

Prime agricultural area means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A prime agricultural area may also be identified through an alternative agricultural land evaluation system approved by the Province.

Provincially significant employment zones mean areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Public realm means the public realm is defined as the publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas.

Public service facilities means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services. *Public service facilities* do not include *infrastructure*.

Quality and quantity, with respect to water and water resources, means the measurement of indicators such as: minimum base flow, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants, and hydrologic regime in accordance with policies and guidelines as established by the Province, and other relevant agencies.

Rehabilitate, with respect to mineral aggregate resource extraction, means the return of land and water from which aggregate has been excavated so that the use or condition of the land:

a) is restored to its former use or condition,

b) is restored to a natural state or condition, or,

c) is changed to another use or condition that is or will be *compatible* with the use of adjacent land, and,

d) the required rehabilitation is in accordance with the requirements of this Plan, a local municipal official plan and relevant provincial plans and legislation, as applicable.

Renewable energy system means a system that generates electricity, heat and/or cooling from a renewable energy source.

Retirement home means a building in which,

a) accommodation is provided, mainly for retired persons;

b) common kitchen and dining facilities are provided for the residents, and;

c) common lounges, recreation room

Rural areas means a system of lands within a municipality that may include rural settlement areas, *rural lands*, *prime agricultural areas*, natural heritage features and areas, and resource areas. (Provincial Policy Statement)

Rural lands means lands that are located outside of both *settlement areas* and *prime agricultural areas*. (Provincial Policy Statement)

Self-sustaining vegetation means vegetation dominated by native plant species.

Sensitive land uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas mean urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

a) built up areas where development is concentrated and which have a mix of land uses; and,

b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated. (Based on Provincial Policy Statement and modified for this Plan).

Shared housing means a form of housing where individuals share accommodation for economic, support, long term care, security, or lifestyle reasons. In some cases, shared housing has no support services included, such as with students, older adults and seniors, or other unrelated individuals choosing to live together to share the cost of housing. In other cases, shared housing may include support services, such as

assistance with daily living activities, housekeeping, medication administration, and counselling.

Significant means:

a) in regard to cultural heritage, important in terms of amount, content, representation, effect or value;

b) in regard to habitat of Threatened and Endangered Species, the habitat, as approved by the Ministry of Natural Resources and Forestry, that is necessary for the maintenance, survival, and/or recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;

c) in regard to wetlands and Life Science Areas of Natural and Scientific Interest, an area identified as provincially significant using evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time; (Greenbelt Plan)

d) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. The Province (Ministry of Natural Resources and Forestry) identifies criteria relating to the forgoing and, (Greenbelt Plan)

e) in regard to other features and areas in section 3.2.5 of the Greenbelt Plan, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of the Natural Heritage System. The Province (Ministry of Natural Resources and Forestry) identifies criteria relating to the forgoing, and while some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Greenbelt Plan)

Significant groundwater recharge area means a significant groundwater recharge area identified:

a) as a significant groundwater recharge area by any public body for the purposes of implementing the PPS;

b) as a significant groundwater recharge area in the assessment report required under the *Clean Water Act, 2006*; or

c) as an ecologically significant groundwater recharge area delineated in a *subwatershed* plan or equivalent in accordance with provincial guidelines.

Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like coldwater streams and wetlands.

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Special needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons. (Provincial Policy Statement)

Special policy area means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to Provincial policies concerning development. The criteria and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain. (Provincial Policy Statement)

Strategic goods movement network means a hierarchical network of existing and potential truck routes identified as important routes for allowing the safe and efficient movement of goods. The network routes provide connectivity and continuity to each other, major goods generating activity centres, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways.

Strategic growth areas means areas within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact*

built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include *infill*, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along highways, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

Stormwater, in an urban area, means rainfall and snowmelt that seeps into the ground or runs off the land into storm sewers, streams and lakes. It may also include runoff from activities such as watering lawns, washing cars and draining pools.

Stormwater management pond means detention basin that temporarily stores or treats collected *stormwater* runoff and releases it at a controlled rate.

Subwatershed means an area comprised of the land drained by an individual tributary to the main watercourse; a component of the larger watershed. The terms subwatershed study and subwatershed plan refer to similar types of documents.

Supportive housing means housing that provides affordable housing and accessible residential accommodation within an environment that provides individual based supports and services to persons who require them to live independently. Individual based supports and services can include on-site or partnership-based assistance with activities of daily living, assistance with medical care and other community supports.

Sustainability/Sustainable means meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Threatened species means a species that is classified as “Threatened Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit-supportive, in regard to land use patterns, means development that makes transit viable, optimizes investments in transit *infrastructure*, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the *transportation system*. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Provincial Policy Statement)

Transportation demand management means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode,

time of day, frequency, trip length, regulation, route, or cost. (Provincial Policy Statement)

Transportation system means a system consisting of facilities, corridors and rights-of way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. (Provincial Policy Statement)

Universal design means the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Urban agriculture means the growing of crops, including nursery, biomass, and horticultural crops, within an urban or rural settlement area. It includes urban farms, community gardens, rooftop gardens and gardens on private lots and may include supporting structures such as hoop-houses, raised beds, and cold-frames to improve production. Urban agriculture may include aquaculture and the raising of livestock or insects.

Urban forest means all trees in urban and rural settlement areas, as well as the soils that sustain them, located on public and private property. The urban forest includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards. For management purposes the urban forest can be grouped into two broad categories:

a) Intensively managed forest – where the unit of management is the individual trees and standard arboricultural practices are applied (i.e., street trees); and,

b) Extensively managed forest – where the unit of management is the forest stand or vegetation community and landscape ecology or silvicultural practices are applied (i.e., woodlands and natural areas).

Vegetation protection zone means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

Watershed plan is product of the watershed planning process, which will generally present:

a) findings of watershed characterization (baseline conditions);

b) goals, objectives, and directions for protecting water resources and managing activities and resources;

c) identified issues and impacts;

d) preferred land use and management scenarios; and,

e) implementation approaches.

Wayside pits and quarries means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wellhead protection areas means the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field. Wellhead protection areas are delineated to identify areas that are vulnerable to both water quality and water quantity threats as follows:

For water quality threats, the size of the wellhead protection areas is determined by how quickly water travels underground to the well, measured in years, as defined below:

a) Wellhead protection area A: the area within 100 metres of the wellhead.

b) Wellhead protection area B: the area within which the time of travel period to the well is less than 2 years.

c) Wellhead protection area C: the area within which the time of travel period to the well is less than 5 years.

d) Wellhead protection area C1: the area within which the time of travel period to the well is less than 10 years.

e) Wellhead protection area D: the area within which the time of travel period to the well is less than 25 years.

f) Wellhead protection area E: the area where a well is under the influence of surface water and through which surface water flows in two hours to the well. Wells having ground water under the direct influence (GUDI) of surface water are referred to as a GUDI well.

For water quantity threats, the size of the wellhead protection area is based on a tiered water budget analysis that identifies areas around a municipal well that are vulnerable to water quantity threats, as defined below:

a) Wellhead protection area Q1: the area where activities that take water without returning it to the same source may be a threat.

b) Wellhead protection area Q2: the area where activities that reduce recharge may be a threat.

Wetland means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition. (Provincial Policy Statement).

Wetland area means a single contiguous wetland which may be composed of one or more wetland types.

Wetlands (other): All wetlands in the Town of Caledon not identified and defined as Wetland Core Areas.

Wildlife habitat means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands means ecosystems comprised of treed areas, woodlots, forested areas and the immediate biotic and abiotic environmental conditions on which they depend. Woodlands provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include woodlots, cultural woodlands, cultural savannahs, plantations and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 hectares that has:

a) a tree crown cover of over 60 per cent of the ground, determinable from aerial photography, or

b) a tree crown cover of over 25 per cent of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:

    i) 1,000 trees of any size per hectare;

    ii) 750 trees measuring over five centimetres in diameter at breast height (1.37 metres), per hectare;

    iii) 500 trees measuring over 12 centimetres in diameter at breast height (1.37 metres), per hectare; or,

    iv) 250 trees measuring over 20 centimetres in diameter at breast height (1.37 metres) per hectare (densities based on the *Forestry Act of Ontario, 1998*); and,

    v) which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. Woodlands experiencing changes such as harvesting, blowdown or other tree mortality are still considered woodlands. Such changes are considered temporary whereby the forest still retains its long-term ecological value

Woodlands (other) means all other woodlands within the Town of Caledon that do not meet the definition of woodland core area.

New! Part H has been added since the June 2023 Draft.

Part H: Site-specific Policies and Secondary Plans

32. Site-specific Policies H-1
32.1 Exceptions Outside the Urban System H-1
32.2 Exceptions Within the Urban System ..... H-#

Figure

H1 Official Plan Amendments

Secondary plans and area-specific policies will be added through future phases of the Official Plan Review.

Refer to Part A, section 1.2.

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32. SITE-SPECIFIC POLICIES

32.1 Exceptions Outside the Urban System

The following additional policies apply to certain lands outside of the Urban System that are not currently subject to a secondary plan. Detailed site, building and use requirements will be determined through the development process and regulated by the implementing zoning.

FORMER ALBION TOWNSHIP

32.1.1 On the lands identified by Roll Number 2124010005157200000 and municipally known as 6898 King Street, a stormwater facility, and a portion of a parking area related to a municipally owned recreation facility is also be permitted. (OPA 227, By-law No. 2009-142, Johnston Sports Park)

32.1.2 On the lands identified by Roll Number 212401000706000, an automotive repair shop is also permitted. Agricultural Area policies will continue to apply to this lot except where they prohibit or impair the construction and operation of an automotive repair shop. (OPA 2, By-law No. 1980-5)

32.1.3 The Reddington Retirement Community identified on Schedule B4 and Schedule E7 in Lots 26 and 27, Concession 6, shall consist of:

a) A variety of one (1) storey cluster villa buildings, each containing four to six dwelling units to a maximum of 188 units; and

b) A golf course and clubhouse accommodating a variety of recreational and social facilities;

c) Be located on approximately 77 hectares.

32.1.4 On the property identified by Roll Number 212401000510600 and municipally known as 19179 Centreville Creek Road, a group home is permitted. (OPA 98, By-law No 89-24)

32.1.5 On the 32.6-hectare property identified by Roll Number 212401000513010 and municipally known as 17317 Innis Lake Road, a kennel is permitted. (OPA 217, By-law No. 2008-092)

FORMER CHINGUACOUSY TOWNSHIP

32.1.6 On the 15.2-hecatare property identified by Roll Number 2124130010135000000, municipally known as 5888 Boston Mills Road, , a garden centre sales establishment is also permitted as an *accessory use* to a nursery use. (OPA 65, By-law No. 1985-92)

32.1.7 On the 10.5-hectare property identified by Roll Number 2124130009029000000, municipally known as 13726 Airport Road, an auctioneer's facility is also permitted, including an accessory office, repair facility, and open storage area. (OPA 102, By-law No. 1989-129)

32.1.8 On the 0.36-hectare property identified by Roll Number 2124130009044100000 and municipally known as 12394 Airport Road, a 12-unit seniors residence is also permitted. There will be no more than 12 units contained within the senior residence all of which will be located on the first and second floors above-grade. No units will be located within the basement area. (OPA 139, By-law No. 1997-107)

32.1.9 On the property identified by Roll Number 2124120002221000000, development is also permitted in accordance with provisions of By-law No. 18-71 of the former Township of Chinguacousy and an agreement between Poltawa Country Club and The Corporation of the Township of Chinguacousy dated the 5th of June, 1972.

32.1.10 On the lands identified by Roll Number 2124130006093000000 and municipally known as 15343 Hurontario Street a mixed animal hospital is also permitted. (OPA 195, By-law No. 2005-18)

FORMER CALEDON TOWNSHIP

32.1.11 On the property identified by Roll Number 2124030003190000000 and municipally known as 4832 Charleston Sideroad, a veterinary hospital and kennel is also permitted. (OPA 171, By-law No. 2001-142)

32.1.12 On the 54.2-hectare property identified by Roll Number 212403000740120 and municipally known as 20490 20490 Porterfield Road, a conference centre with accessory education, recreational, accommodation, dining facilities, forestry, conservation, major open space, a caretaker's house, a guest house, place of worship and a home occupation will be permitted (OPA 111, By-law No. 1995-24)

32.1.13 On the 4.0-hectare property identified by Roll Number 212403000416000, an aggregate haul route will also be permitted. (OPA 161, By-law No. 1998-13)

32.1.14 On the properties identified by Roll Numbers 212403000603310 and 212403000603300, no further consents will be permitted. (OPA 210, By-law No. 2006-74)

32.1.15 On the property identified by Roll Number 2124030003083000000, and municipally known as 20383 Hurontario Street, a medical marijuana production facility will also be permitted. (OPA 248, By-law No. 2017-40)

32.1.16 On the 34.4-hectare property identified by Roll Number 2124030001054000000, and municipally known as 16484 Airport Road, a seasonal farm market commercial/retail establishment including accessory facilities will also be permitted subject to the following policies:

a) The farm market commercial/retail establishment and *accessory facilities* will be confined to 1.2 hectares in the north-easterly corner of the above-noted property adjacent to Airport Road.

b) Over the course of a season the majority of the display space of the farm market commercial/retail establishment, measured by area, will be devoted to locally, regionally and provincially grown fresh produce, including fresh produce grown on the farm on the above-noted property, and products made from produce grown on the farm on the above-noted property.

c) Produce imported from outside Ontario will not occupy more than 25% of the display space of the farm market commercial/retail establishment, measured by area, at any given time.

d) The farm market commercial/retail establishment may be used for the sale of a limited quantity of horticulture products and other products incidental to the primary products. (OMB Case 05-027)

32.1.17 On the 3.36-hectare property identified by Roll Number 212403000606300, a manufacturing and warehouse use is permitted provided that such uses primarily constitute an extension of and are exclusively related to the manufacturing use at 101 John Street within the Town of Orangeville. (OPA 150, By-law No. 1998-145)

32.1.18 On the property identified by Roll Number 212403001021300 and municipally known as 81 Charleston Sideroad, a venue for the purposes of hosting events is permitted on a portion of property. (OPA 241, By-law 2015-78, Cambium Farms)

32.1.19 On the property identified by Roll Number 212403000717600 and municipally known as 55 John Street North, a hotel, consisting of no more than 121 guest rooms and cabins, a conference centre and restaurant is permitted. (OPA 254, By-law No. 2019-48)

32.1.20 On the properties identified by Roll Numbers 212403000300800, 212403000228400, and 212403000228550, a golf course and accessory uses (excluding a clubhouse and a hotel), tee boxes, fairways, greens, parking, practice range, maintenance buildings and stormwater management is permitted. (OPA 234, By-Law No. 2013-095)

32.1.21 On the properties described as Part of the West Half of Lot 21 and Part of Lots 16 to 20, Concession 3, WHS and Part of the East Half of Lots 16 to 18, Concession 4, WHS, Caledon, a resort conference centre including lodging, a golf course and related facilities, and a privately operated wastewater treatment facility is permitted. (OPA 133, By-law No. 1997-51, Osprey Valley Golf Course)

32.1.22 On the property identified by Roll Number 212403001100701, and municipally known as 1875 Beech Groove Sideroad, a recreational facility including accessory uses such as temporary accommodation, dining facilities, recreational uses, a spa for health and therapy, meeting/conference rooms and outdoor recreational uses (fishing club, tennis courts, lawn bowling croquet and swimming pools is permitted. (OPA 163, By-law No. 2000-116)

32.2 Exceptions Within the Urban System

The following additional polices apply to certain lands within the Urban System that are not currently subject to a secondary plan. Detailed site, building and use requirements will be determined through the development process and regulated by the implementing zoning.

32.2.1 On the lands identified by Roll Number 212412000317100000 and municipally known as 816 Mayfield Road, a processing and storage of topsoil operation with accessory equipment storage building, office and retail outlet is also permitted. (OPA 232, By-law No. 2012-159)

32.2.2 On the 2.1-hectare property identified by Roll Number 2124130007181000000, municipally known as 12321 Dixie Road, a topsoil processing and storage operation is also permitted, including an accessory equipment storage building, office, and residential use. (OPA 205, By-law No. 2006-028)

32.2.3 On the 39-hectare property identified by Roll Number 2124130007034000000 and municipally known as 12942 Heart Lake Road, an agricultural society fair and exhibition grounds with ancillary commercial, educational, and conservation demonstration facilities is also permitted. (OPA 128, By-law No. 1996-63)

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