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AMENDMENT NO. 255

TO THE OFFICIAL PLAN FOR

THE TOWN OF CALEDON

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Disclaimer: This Secondary Plan is draft and subject to change prior to approval by the Region of Peel and Town of Caledon.

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. XXXX- XX

A By-law to adopt Amendment No. 255 to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. 255 to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this day of , 20xx.

DRAFT

Allan Thompson, Mayor

Carey Herd, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. 255 of the Town of Caledon Official Plan.

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AMENDMENT NO. 255

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

Official Plan Amendment 255 (Amendment) establishes goals, objectives and policies to govern the development and redevelopment of land within the Mayfield West Phase 2 Secondary Plan Planning Area.

Location:

The Mayfield West Phase 2 – Stage 2 Secondary Plan (MW2-S2 Secondary Plan), as indicated on the attached Schedule "A", comprise an area of approximately 110 hectares.

The MW2-S2 Secondary Plan is located immediately adjacent to the Mayfield West Phase 2 – Stage 1 Secondary Plan area. The western boundary of the Plan Area is Chinguacousy Road and the southern boundary is a combination of Mayfield Road and the Mayfield West Phase 2 – Stage 1 Secondary Plan area. The Greenbelt Plan area serves as the northern boundary of the MW2-S2 Secondary Plan.

The MW2-S2 Secondary Plan is legally described as Part of Lots 18 – 20, Concessions 1 & 2, W.H.S., Town of Caledon, Regional Municipality of Peel.

Basis:

The Mayfield West Phase 2 Secondary Plan planning process began in 2006 and was concluded with the approval of the Regional Official Plan Amendment 29 (ROPA 29). Throughout this lengthy process, multiple supporting studies were completed, extensive public consultation was undertaken and a number of staff reports were also completed.

In 2013, Council endorsed a Framework Plan that was intended to serve as the basis to prepare and submit an application to the Region of Peel to obtain an amendment to the Regional Official Plan to expand the Mayfield West settlement area boundary (which later became ROPA 30). The 2013 endorsed Framework Plan identified the potential full build-out of the lands bounded by Highway 10/410, Mayfield Road, Chinguacousy Road and the Etobicoke Creek.

In 2015, Council adopted Official Plan Amendment 222 (OPA 222) that applied to lands within the Mayfield West Phase 2 – Stage 1 Secondary Plan.

On December 20, 2016, the Town of Caledon passed a resolution to request that the Region of Peel amend its *Official Plan to bring the remaining area of the Town of Caledon Mayfield West Phase 2 Secondary Plan (MW2-S2 Secondary Plan area) into the settlement area and that Staff*

be directed to review, validate and update, where needed, all the studies that have been completed in the area to meet the requirements of Peel Region Official Plan for a settlement area boundary expansion.

On June 26, 2018, Town Council endorsed the initiation of the LOPA for the MW2 Stage 2 lands.

The 2013 endorsed Framework Plan for the Mayfield West Phase 2 area identified the majority of the MW2-S2 Secondary Plan lands. However, the MW2-S2 Secondary Plan now includes an additional 8 properties in the MW2-S2 Secondary Plan area that were not included in the 2013 endorsed Framework Plan. These properties are small in size and their inclusion in the MW2-S2 Secondary Plan creates a hard community boundary along Chinguacousy Road.

The MW2-S2 Secondary Plan will accommodate population growth in Mayfield West that compact and transit-supportive and provides an opportunity to plan and design a complete community with 'hard' boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services.

On the basis of the above, this Amendment is the result of a comprehensive planning process undertaken by the Town of Caledon to support the Mayfield West settlement area expansion to include the Mayfield West Phase 2 Stage 2 lands, as endorsed by Council.

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PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. 255 of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Figure 18 – Mayfield West Phase 2 Secondary Plan Planning Area is amended by adding the Stage 2 lands as shown on Schedule A to this Amendment.
2. The following Town of Caledon Official Plan Schedules and Appendices are amended by adding the “MW2-S2 Secondary Plan Planning Area” to “Settlement Area” in accordance with Schedule A to this Amendment:
 - Schedule F – Rural Estate Residential Area;
 - Schedule J – Long Range Road Network;
 - Schedule K – Road Right-of-Way Widths;
 - Schedule L – CHPMARA Prioritization Plan;
 - Schedule O – Wellhead Protection Areas;
 - Schedule S – The Greenbelt in Caledon;
 - Appendix I – Niagara Escarpment Plan;
 - Appendix II – Aggregate Resource Fragments; and
 - Appendix III – Community Improvement Plan Areas.
3. Figure 1 – Growth Plan Policy Areas in Caledon shall be amended by adding the “MW2-S2 Secondary Plan Planning Area” to “Designated Greenfield Area in accordance with Schedule A to this Amendment.
4. Schedule A – Town of Caledon Land Use Plan shall be amended by adding the words “For details of this area refer to Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan” as shown on **Schedule X (TBD)** to this Amendment.
5. Schedule B-2 – Mayfield West Land Use Plan shall be amended by adding the words “For details of this area refer to Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan” as shown on **Schedule X (TBD)** to this Amendment.
6. **Figure X** GTA West Preliminary Route Planning Study Area” shall be added to the Official Plan as shown on **Schedule X (TBD)** to this Amendment.
7. **Figure X** Provincial Minimum Distance Separation Calculated Setback” shall be added to the Official Plan as shown on **Schedule X (TBD)** to this Amendment.

8. Section 7.14 Mayfield West Phase 2 Secondary Plan shall be amended as identified in track changes under 'Implementation and Interpretation' section in this Amendment.

Implementation and Interpretation

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

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7.14 MAYFIELD WEST PHASE 2 SECONDARY PLAN

7.14.1 INTRODUCTION

The Mayfield West Phase 2 Secondary Plan (MW2) governs the development and redevelopment of land in the MW2 Plan Area as shown on Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan.

~~The Plan Area Secondary Plan has been planned as is designed to create a complete, safe, liveable, attractive, healthy community that is compact, pedestrian and cyclist-friendly, and transit-oriented community. Collectively, these attributes support the development of a healthy, safe, and balanced community.~~

~~The Plan Area has been planned and designed using an integrated design process; this is a multi-disciplinary team approach in which experts from all disciplines (e.g. community design, natural heritage, transportation, water and wastewater servicing, and cultural heritage resources) engage in collaborative decision making to respond to, balance, and ultimately integrate multiple, and sometimes competing objectives.~~

7.14.2 LOCATION

The MW2 “Plan Area” or “Planning Area” comprises an area of approximately ~~251.3357~~ hectares. Of this total, approximately ~~43.845~~ hectares are comprised of existing and introduced natural heritage features and an existing railway corridor. The result is a net developable area of approximately ~~207.5313~~ hectares.

~~The Plan Area Mayfield West Phase 2 Secondary Plan is generally located in the Town of Caledon’s Mayfield West Phase 2 Plan Area as shown on Figure 18 of the Official Plan and is bounded by:~~

- ~~a) north of Mayfield Road;~~
- ~~b) , east of Chinguacousy Road;~~
- ~~c) , south of the Etobicoke Creek, and~~
- ~~d) west of Hurontario Street, and is shown on Figure 18 in this Plan.~~

The Plan Area is legally described as Part Lots 18 to 20, Concession 1 WHS (Chinguacousy), and Part Lots 18 to 20, Concession 2 WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.14.3 GOALS AND OBJECTIVES

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

7.14.3.1 Goal

The Plan Area Secondary Plan strives ~~will~~ to achieve fundamental principles of good planning and exceptional urban design.

Create a diverse and inclusive residential neighbourhood which has a mix of uses and a high standard of urban design. ~~develop as a complete community that is compact, pedestrian and cyclist friendly, and transit-oriented.~~ [MC1]

7.14.3.2 Objectives

In support of the Goal for MW2, as described in Section 7.14.3.1, growth and development in the Plan Area shall achieve the following objectives:

- a) Achieve net ecological gain, when practical, possible, and advisable;
- b) Adopt an integrated design process;
- c) Foster a local identity rooted in the spirit of the Town of Caledon;
- d) Establish the structure for a close knit small town that fosters self-sufficiency;
- e) Achieve a range and mix of housing;
- f) Promote walking, cycling, and transit opportunities;
- g) Maximize conservation and innovation (water, waste, and energy);
- h) Ensure community connectivity and integration at all scales; and
- i) Support adaptive changes.

7.14.4 GROWTH MANAGEMENT STRATEGY

7.14.4.1 General Policies

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

7.14.4.1.2 To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the population and employment

targets shown in Table 7.6. Development in the Plan Area shall occur in a manner consistent with the population and employment targets shown in Table 7.6.

Table 7.6 Mayfield West Phase 2 Plan Area Population and Employment Targets

Population ⁽¹⁾	10,348,17,300
Population-related jobs	2,635,3,186
Employment Area jobs	1,164
Total	14,147,21,650
Land Area (hectares) ⁽²⁾	207.5313
Density (combined population and jobs per hectare)	68.269.2

⁽¹⁾ Inclusive of the Census undercount.

⁽²⁾ Net of the Natural Heritage System described in Section 7.14.16 and the Orangeville-Brampton Railway corridor.^[MC2]

⁽²⁾ _____

7.14.4.1.3 The total number of residential homes permitted in the Plan Area shall achieve the planned population of ~~10,348~~17,300.^[MC3]

7.14.4.1.4 The Town will ensure compliance with the population and employment targets identified in Section 7.14.4.1.2 through the approval of the community-wide Development Staging and Sequencing Plan, as described in Section 7.14.4.3, and site-specific Development Staging and Sequencing Plans, as described in Section 7.14.4.4.

7.14.4.1.5 Unless otherwise provided for in Section 7.14, development in the Plan Area shall conform to the planning and design vision, goals and recommendations of the following plans/studies: Comprehensive Environmental Impact Study & Management Plan (EIS & MP); Water & Wastewater Servicing Study; Transportation Study; and Community Design

Plan. Together, these plans/studies provide important direction— with respect to the preparation and review of development applications in the Plan Area.

- 7.14.4.1.6 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Plan Area, the Community Design Plan and the Transportation Study referred to in Section 7.14.4.1.5, and the community-wide Development Staging and Sequencing Plan referred to in Section 7.14.4.1.4 shall be approved by the Town.

New policy

Notwithstanding Stage 1 lands, Prior to submission of the first draft plan of subdivision, draft plan of condominium and/or site plan, a community wide DSSP shall be approved by the Town.

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

7.14.4.2 Finance and Agreements

- 7.14.4.2.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the MW2 Fiscal and Economic Impact Assessment. [MC4]

- 7.14.4.2.2 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment, and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely, and cost effective manner.

7.14.4.3 Community-Wide Development Staging and Sequencing Plan

- 7.14.4.3.1 The community-wide DSSP shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area as described in the plans/studies identified in Section 7.14.4.1.5.

7.14.4.3.2 The community-wide DSSP shall describe in detail the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely, and cost effective manner:

- a) Infrastructure (e.g. roads and any associated intersections; water and wastewater services, stormwater management facilities, and public utilities);
- b) Detailed arrangements for the provision of a vehicular connection and access from the spine road to Hurontario Street and/or the Highway 410 interchange;
- c) Public transit service, e.g. potential transit routing and the location of the transit hub and transit stops, and in particular, how the proposed development in the Plan Area addresses Section 7.14.15.4.3b;
- d) Schools;
- e) Community facilities (e.g. public parks, pathways and- trail network, and recreation facilities);
- f) Affordable housing sites; and
- g) Natural Heritage System.
- h) heritage and cultural heritage landscapes statements

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

- a) Spine Road from Hurontario Street / Highway 410 west to Chinguacousy Road;
- b) McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Area associated with the Etobicoke Creek; and
- c) Chinguacousy Road from Mayfield Road north to the spine road.

7.14.4.3.4 The community-wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the three arterial roads, as specified in Section 7.14.4.3.3, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the Environmental Assessment Act,

- 7.14.4.3.5 The community-wide DSSP shall provide the anticipated schedule of the residential and non-residential development in the Plan Area relative to the provision of (a) through (g) in Section 7.14.4.3.2.
- 7.14.4.3.6 The community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and the associated population yield for each of the residential designations in the Plan Area described in Section 7.14.5.
- 7.14.4.3.7 The community-wide DSSP shall be prepared, in consultation with the province, Region of Peel, Conservation Authorities, School Boards, and inter-regional, intra-regional, and local transit service providers.
- 7.14.4.3.8 The community-wide DSSP with respect to the water and wastewater services infrastructure, described in Section 7.14.4.3.2a), shall be developed in consultation with the Region of Peel.^[MCS]
- 7.14.4.3.9 The Town and the Orangeville Railway and Development Corporation (ORDC) shall jointly monitor future traffic volumes along that portion of Old School Road located between McLaughlin Road and Highway 10 for the purpose of assessing whether there are warrants for installing additional crossing controls at the existing at-grade railway crossing of the road. This monitoring shall include traffic counts undertaken by a qualified third party consultant retained by the Town at least every three years. In the event that upgrades are warranted, the implementation of the required upgrades shall be determined jointly by the Town and ORDC, and the Town shall be responsible for the cost of installing and maintaining the required upgrades.

New policy - For stage 2 lands prior to draft plan approval, an approved DSSP shall be required.

7.14.4.4 Site-specific Development Staging and Sequencing Plan

Add a new policy - Needs to be submitted at the time of submission of draft plan of subdivision, draft condo and site plan approval and prior to draft plan approval or approval of a site plan, the site specific DSSP is approved the Town.

- 7.14.4.4.1 A site-specific DSSP shall be prepared by individual landowners in the Plan Area and submitted in support of individual site-specific development applications. - add a timeline policy to ensure DSSP is a completed document

7.14.4.4.2 The site-specific DSSP shall demonstrate how the site-specific area is intended to be developed in accordance with the approved community-wide DSSP described in Section 7.14.4.3.

7.14.4.4.3 The site-specific DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and associated population yield for the site-specific area. Minor adjustments to the number of residential homes in the site-specific area, such as rounding to achieve whole units, will be permitted without the need for an amendment to the approved community-wide DSSP.

7.14.4.5 Community-wide Functional Servicing Report

7.14.4.5.1 Same wording as DSSP notwithstanding clause – FSR needs to be approved prior to the submission of the first plan of subdivision etc.

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

7.14.4.5.2 The servicing goals and objectives, associated targets, and management strategy identified in the MW2 Water and Wastewater Servicing Study (January 2014) and the MW2 Comprehensive EIS & MP (December 2014) will be implemented through the community-wide FSR. [MC6]

7.14.4.5.3 The community-wide FSR shall provide greater design detail than the MW2 Water and Wastewater Servicing Study and the MW2 EIS & MP in terms of:

- a) Network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area as described in the MW2 Water and Wastewater Servicing Study;
- b) Natural channel design;
- c) Site grading;
- d) Stormwater management – including opportunities for low impact development practices. This section shall also address such matters as water quantity, water quality, erosion, and water balance for both surface and groundwater components. Additionally, sustainable best management practices for erosion and siltation control shall be required for all phases of development, as appropriate; and
- e) Comprehensive adaptive management plan.

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

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

7.14.4.6 Community-wide Environmental Implementation Report

7.14.4.6.1 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall submit to the Town a community-wide Environmental Implementation Report (EIR).

7.14.4.6.2 The natural heritage goals and objectives, associated targets, and management strategy identified in the MW2 EIS & MP will be implemented through a community-wide EIR.

7.14.4.6.3 The community-wide EIR will provide greater design detail than the MW2 EIS & MP in terms of:

- a) Existing conditions;
- b) Biophysical inventory and analysis;
- c) Proposed development;
- d) Impact assessment;
- e) Management plan; and
- f) Policy compliance.

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

7.14.4.7 Site-specific Environmental Implementation Reports

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

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

7.14.4.8 Plan Area Landowners' Cost Sharing Group Agreement(s)

- 7.14.4.8.1 A Plan Area landowners' Cost Sharing Group shall be established to ensure orderly and timely development in the Plan Area, and the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area.
- 7.14.4.8.2 The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan in the Plan Area.
- 7.14.4.8.3 The Plan Area landowners are required to enter into a cost sharing agreement or agreements among themselves.
- 7.14.4.8.4 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area landowners' Cost Sharing Group trustee shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area landowners' Cost Sharing Group.

7.14.5 RESIDENTIAL

7.14.5.1 General Policies

- 7.14.5.1.1 This section establishes specific policies with respect to residential development in the Plan Area. The following four (4) residential designations are shown on Schedule B-2 to this Plan:
- a) Low Density Residential;
 - b) Medium Density Residential;
 - c) Live / Work Residential; and
 - d) High Density Residential.
- 7.14.5.1.2 Residential development in the Plan Area shall be undertaken— in accordance with Section 5.10 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and policies to be developed under Section 7.14.4.3.6 shall prevail.
- 7.14.5.1.3 With respect to residential development in the Plan Area, the calculation of net density shall be based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area, and stormwater management blocks.

7.14.5.1.4 Direct vehicular access from residential homes onto arterial and collector roads shall be minimized in the Plan Area to the greatest extent possible. Where direct access from residential homes is proposed onto arterial and collector roads, the following provisions shall apply:

- a) The calculation of front yard setback and garage space shall ensure adequate off-street parking; and
- b) Larger lot widths shall be required to minimize, to the greatest extent possible, the number of residential driveways onto collector roads.

7.14.5.2 Low Density Residential

7.14.5.2.1 Lands designated Low Density Residential in the Plan Area shall be developed predominantly for single detached and semi-detached housing. Street townhouses and rear-lane townhouses shall be permitted in the Low Density designation provided that matters of vehicular access, parking, and land use compatibility are properly addressed.

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

7.14.5.3 Medium Density Residential

7.14.5.3.1 Lands designated Medium Density Residential in the Plan Area shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses.^[MC7]

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

7.14.5.3.3 Where back-to-back townhouses are proposed in the Plan Area, the applicant shall demonstrate that adequate amenity space in the form of private or public open space is provided, in order that the occupants have access to proximate open space.

7.14.5.3.4 In addition to the land uses permitted in Section 7.14.5.3.1, the lands designated Medium Density Residential as shown on Schedule B-2, located at the north-east corner of Chinguacousy Road and Tweedhill Drive may be developed for apartment dwellings up to 8 storeys without an amendment to this Plan. Commercial Uses may also be permitted on the ground level of a residential apartment building provided matters of access and parking are addressed as part of an associated Zoning By-law Amendment Application.^[MC8]

7.14.5.4 Live / Work Residential

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

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

7.14.5.5 High Density Residential

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

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

7.14.5.5.3 Development of the lands designated High Density Residential at the north east corner of McLaughlin Road and the future spine road shall include ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses may include small-scale commercial (e.g. pharmacy and coffee shop) and professional offices (e.g. dentist and doctor). These ground level non-residential uses shall be designed to be part of the High Density Residential building. For greater clarity, the ground level non-residential uses shall not be designed as a stand-alone building separate from the High Density Residential building.

7.14.6 TRANSIT HUB AND REGION OF PEEL LANDS

7.14.6.1 General Policies

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

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

7.14.6.1.3 The ultimate location and design of the transit hub must provide for safe, convenient, and efficient transfers from local transit routes and for connections between inter-regional, intra-regional and local transit service in consultation with the Town and the respective transit service providers.

7.14.6.1.4 The lands designated "Institutional" and located immediately adjacent to and west of Hurontario Street are intended to be owned by the Region of Peel to be developed for a Peel Regional Police facility and/or other municipal purposes. The Institutional lands are planned to be comprised of a single parcel of approximately 4 hectares (10 acres) to remain intact, and be exclusive of any land requirements for the spine road (including any associated land requirements for the intersection of the spine road and

Hurontario Street). To achieve the desired ownership configuration, the Region may elect to exchange land it presently owns that is designated in the Plan Area as General Commercial for the Institutional lands presently owned by an adjacent Plan Area landowner.

- 7.14.6.1.5 Minor adjustments to the location and configuration of the Institutional lands immediately adjacent to and west of Hurontario Street shall be permitted without requiring an amendment to this Plan, provided that the area of the Institutional lands shall be preserved at approximately 4 hectares (10 acres).

7.14.6.2 Commercial Centre

7.14.6.2.1 The Mixed-Use Policy Area is intended to accommodate a commercial centre adjacent to and west of Hurontario Street. This centre is intended to serve a commercial trade area in and beyond the Plan Area.

7.14.6.2.2 Commercial development in the Mixed-Use Policy Area is planned to accommodate approximately 1,142 population-related jobs through the development of retail, office, and associated accessory uses.^[MC9]

7.14.7 NOISE AND VIBRATION

7.14.7.1 General Policies

7.14.7.1.1 New development in the Plan Area shall meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment and Climate Change, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon, and the Orangeville Railway Development Corporation (ORDC) respectively.

7.14.7.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

7.14.7.1.3 Environmental noise and vibration impact assessments shall be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment and Climate Change.

7.14.7.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future condition during daytime, evening, and night time hours. Where unacceptable sound levels are predicted, the report shall review the

merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers etc.

- 7.14.7.1.5 The applicant will implement all of the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.14.7.1.6 The applicant shall reimburse the Town for the cost of a peer review of any environmental noise and vibration impact assessment, as determined by the Town.
- 7.14.7.1.7 Notwithstanding Section 7.14.7.1.5, the use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as single loaded roadways and access laneways will be used to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street.
- 7.14.7.1.8 Reverse lotting shall be permitted where the application has demonstrated that there is no other alternative. Such demonstration shall consist of an alternative layout analysis prepared by a qualified urban design architect. Landscaping, site and building design shall be used to mitigate the impact on the streetscape.
- 7.14.7.1.9 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads or the OBRY provided that such fences are designed to be integrated with the surrounding residential development.

7.14.7.2 Rail Noise Policies

- 7.14.7.2.1 This section establishes specific policies with respect to the Orangeville-Brampton Railway Corridor (OBRY) in the Plan Area.
- 7.14.7.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 meters and 75 metres respectively of the OBRY right-of-way having a development component that includes sensitive land uses such as outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment shall be required for any application for draft plan of subdivision within the noise and vibration sensitive areas, as well as for any development within this area with any required peer reviews to be undertaken in accordance with Section 6.2.1.6.3.
- 7.14.7.2.3 Applications for zoning by-law amendments, draft plans of subdivision or condominium, site plan approval, consents, or minor variances involving

development for sensitive uses on lands within 300 metres of the OBRY in the Plan Area shall be sent to the Orangeville Railway and Development Corporation (ORDC) as part of the agency circulation of applications.

- 7.14.7.2.4 Development adjacent to the OBRY will adhere to appropriate safety measures such as setbacks, berms, and security fencing in consultation with the ORDC. Where applicable, the Town will ensure that sightline requirements of Transport Canada and the ORDC are addressed.
- 7.14.7.2.5 Implementation and maintenance of any required noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as noise warning clauses, will be secured through appropriate planning and legal mechanisms, to the satisfaction of the Town in consultation with the ORDC. The required mitigation measures shall not be located on lands owned by the ORDC unless the ORDC consents.
- 7.14.7.2.6 A single road crossing of the OBRY, including any sidewalks, trails, bicycle crossings, or services associated therewith, as conceptually illustrated on Schedule "D", may be permitted subject to the following:
- a) any person, corporation, government or utility that is proposing the crossing of the OBRY ("the Proponent") shall make an application to the ORDC and shall pay to ORDC the application fee fixed by ORDC in connection therewith;
 - b) in the event the application is granted either by the ORDC or by any authority having jurisdiction over the proposed crossing (such as the Canadian Transportation Agency), the Proponent shall be responsible for all costs associated with the design and construction of the crossing, including all reasonable legal, engineering, supervisory and inspection costs of the ORDC associated with the crossing;
 - c) the costs associated with the maintenance of the crossing shall be the responsibility of the owner of the crossing;
 - d) any of the foregoing may be secured as appropriate through conditions of approval imposed under the Planning Act; and,
 - e) the crossing shall not be used as a railway crossing until a signal system is installed and functioning. The costs for regulatory signal inspections shall be borne by the owner of the crossing until such time as the road is dedicated to the Town as the road authority.
- 7.14.7.2.7 Section 7.14.7.2.6 applies, with necessary modifications, to any request by a Proponent to allow service crossings of the OBRY throughout the Plan,

including but not limited to watermains, stormwater and sanitary sewers, hydro gas and telecommunication lines.

7.14.7.3 Road Noise Policies

7.14.7.3.1 Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis in accordance with in Section 7.14.7.1.

7.14.7.4 Aircraft Noise Policies

7.14.7.4.1 Residential development located in the Noise Exposure Forecast 25 contour line from the Brampton-Caledon Flying Club Airport, identified on Figure 21, will be required to include provision for adding air conditioning and noise warning clauses in the Purchase and Sale Agreements.

7.14.7.5 Stationary Noise Policies

7.14.7.5.1 From a noise perspective, the employment area and commercial areas in the Plan Area are not expected to pose any significant constraints to the development of these areas if appropriate attenuation measures are installed around the roof top mechanical units, garbage compactors, and loading/unloading operations.

7.14.7.5.2 To the greatest extent practical, the design of the employment area and commercial areas in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment and Climate Change.^[MC10]

7.14.7.5.3 The planning and development of drive-through service facilities, either a stand-alone facility or a facility in combination with any other use, in the Plan Area shall be undertaken in accordance with Section 5.4.3.17 of this Plan.

7.14.8 SCHOOLS

7.14.8.1 The following new school sites are identified on Schedule B-2 to this Plan:

- One (1) Existing Private School (Brampton Christian School)
- Two~~One~~ (2~~1~~) Proposed Public Elementary Schools;
- One (1) Proposed Public Secondary School; and

- One (1) Proposed Separate Elementary School.^[MC11]

- 7.14.8.2 The location of the new school sites in the Plan Area have been selected to reflect the role of school sites in supporting and complementing the goal of the Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. community parks and a future proposed recreation facility). Minor adjustment to the location and configuration of the new school sites shall be permitted without requiring an amendment to this Plan, provided:
- a) The goal of the Plan Area, as described in Section 7.14.3.1, is maintained; and
 - b) The opportunity to explore joint use initiatives with adjacent land uses is maintained.
- 7.14.8.3 Each elementary school site is approximately 2.8 hectares in size. The secondary school site is approximately 6.8 hectares in size. Relevant draft plans of subdivision shall include the new school sites with a lot size, configuration, and frontage onto a street that are satisfactory to the relevant School Board.
- 7.14.8.4 The new school sites in the Plan Area should have frontage on to a road with a minimum ~~23-~~metre right-of-way or a minimum 10 metre paved roadway.
- 7.14.8.5 New school sites in the Plan Area shall be provided in accordance with the approved community-wide DSSP described in Section 7.14.4.3.
- 7.14.8.6 New school sites in the Plan Area are encouraged to develop in conjunction with adjacent community parks and/or future proposed recreation facilities in a campus setting to facilitate joint use and achieve economies of land use.
- 7.14.8.7 New school sites in the Plan Area shall be dual zoned and landowners will be required to submit an alternative lotting plan at the draft plan of subdivision stage to facilitate development should the school site not be required by the relevant School Board.
- 7.14.8.8 New school sites or part thereof not required by the relevant School Board may be developed for low and/or medium density residential uses, in accordance with Section 7.14.5, provided that such residential development has demonstrated compliance with the approved community-wide DSSP described in Section 7.14.4.3 and the general policies in Section 7.14.4.1.

7.14.9 MUNICIPAL PARKS

- 7.14.9.1 The Open Space Policy Area designation in the Plan Area as shown on Schedule B-2 is comprised of municipal parks organized into the following three (3) categories:
- a) Community Parks;
 - b) Neighbourhood Parks; and
 - c) Urban Village Squares.
- 7.14.9.2 Development of municipal park sites in the Plan Area shall be in accordance with Section 5.8 of this Plan and the following specific policies. Where there is a conflict between the policies of Section 5.8 and Section 7.14.9, the policies in Section 7.14.9 shall prevail.
- 7.14.9.3 The location of the community parks in the Plan Area reflect the role of community parks in supporting and complementing the Goal of the Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).
- 7.14.9.4 Urban Village Squares, generally 0.2 hectares in size, are planned for the north east and south east corners of the intersection of McLaughlin Road and the spine road. These squares shall be developed to provide a central public green space and serve as key social gathering spaces for residents, shoppers, and visitors throughout the day and evening.
- 7.14.9.5 Minor adjustments to the location and configuration of the municipal park sites may be considered to reflect the differences in scale and level of detail available through the preparation of the development staging and sequencing plan. Minor adjustments to the location and configuration of the municipal park sites shall be permitted without requiring an amendment to this Plan, provided:
- 7.14.9.6 The Goal of the Plan Area, as described in Section 7.14.3.1, is maintained; and
- 7.14.9.7 The opportunity to explore joint use initiatives with elementary and secondary schools is maintained; and
- 7.14.9.8 The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area.^[MC12]
- 7.14.9.9 Municipal park sites in the Plan Area will be designed to connect to and enhance the Natural Heritage System in the Plan Area as a compatible adjacent land use.
- 7.14.9.10 In further refining the Open Space Policy Area through the plan of subdivision process, municipal park sites shall protect and incorporate, to

the greatest extent possible, localized portions of existing tableland vegetation (e.g. high quality hedgerows and tree stands) that are not part of the Natural Heritage System. The landowner shall confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist.

- 7.14.9.11 The illumination of municipal parks, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible.

7.14.10 RECREATIONAL FACILITY

- 7.14.10.1 The lands designated Open Space Policy Area at the south east corner of McLaughlin Road and the spine road are approximately 5.30 hectares in size and are planned for a Town of Caledon recreation facility.

- 7.14.10.2 Relevant draft plans of subdivision or site plan application shall include the recreation facility lands with a proper lot size, configuration, and frontage onto adjacent roads.

- 7.14.10.3 The Town of Caledon recreation facility in the Plan Area shall be planned, designed, and constructed in accordance with the Town's Corporate Green Building Standard, as may be amended by Council from time to time. The recreation facility in the Plan Area will commit to achieving a certification level of silver based on the most current version of Leadership in Energy and Environment Design for New Construction program.^[MC13]

7.14.11 Affordable Housing

- 7.14.11.1 Landowners in the Plan Area shall provide land for affordable housing in the Plan Area as follows:

- a) Approximately 24.5 hectares of land shall be provided to the Region of Peel; and,
- b) Approximately 0.4 hectares of land shall be provided to Habitat for Humanity.^[MC14]

- 7.14.11.2 The location, configuration, and frontage onto adjacent roads of these lands shall be decided through the community-wide DSSP as described in Section 7.14.4.3.

- 7.14.11.3 These lands shall be fully serviced and gratuitously conveyed, free- and clear of encumbrances, to the Region of Peel or Habitat for Humanity, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.^[MC15]

7.14.12 CULTURAL HERITAGE PRESERVATION

7.14.12.1 General Policies

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

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

7.14.12.1.2 Conservation of cultural heritage resources in the Plan Area shall be undertaken in accordance with Section 3.3 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 3.3 and Section 7.14.12, the policies in Section 7.14.12 shall prevail.

7.14.12.2 Archaeology

7.14.12.2.1 The MW2 Stage 1 Archaeological Assessment has determined that all lands in the Plan Area exhibit potential for archaeological resources. Further archaeological assessment is required for all lands proposed for development in the Plan Area prior to any site works to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport.

7.14.12.3 Built Heritage Resources and Cultural Heritage Landscapes

7.14.12.3.1 Preparation of a Cultural Heritage Impact Statement is required for all properties listed on the Town's Heritage Register as non-designated properties under the Ontario Heritage Act, in association with any proposed development or major site or building alteration, on or adjacent to them, in accordance with Section 3.3.3.1.5 of this Plan.

7.14.12.3.2 Preservation of the significant heritage tree row at 12324 McLaughlin Road shall be considered in accordance with Section 3.3.3.1.15 of this Plan.

7.14.12.4 Integration of Cultural Heritage Resources

7.14.12.4.1 In evaluating development applications, the Town shall encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, as part of the new development in accordance with Section 3.3.3.3.3 of this Plan.

7.14.12.4.2 The Town may also take additional steps to recognize the cultural heritage of the Plan Area by requiring or providing:

- a) The use of interpretative plaques and displays;
- b) Integration of built heritage and cultural heritage landscape features into public parkland or other public facilities where feasible and appropriate;

- c) Commemoration of historic persons, families, sites and events in the naming of public buildings, streets, parks and other public places; and,
- d) Incentives to encourage the retention of cultural heritage resources.

7.14.13 HURONTARIO EMPLOYMENT AREA

- 7.14.13.1 An employment node of approximately 16 hectares is located adjacent to and west of Hurontario Street / Highway 410. In recognition of the location of the Hurontario Employment Area as an entrance to the Town of Caledon and as a gateway to Mayfield West, this location shall be planned for a high quality business/office park in accordance with the policies of Section 5.5.4.5 and the applicable design guidelines as described in Section 5.5.7 to accommodate the Employment Area jobs shown in Table 7.6 in Section 7.14.4.1.2. Where there is a conflict between the policies of Section 7.14.13 and applicable policies under Section 5.5, the policies of Section 7.14.13 shall prevail.
- 7.14.13.2 The Hurontario Employment Area shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Plan Area. Development in the Hurontario Employment Area shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.
- 7.14.13.3 Concurrent with submission of the first plan of subdivision or site plan application in the Hurontario Employment Area, the landowner shall submit to the Town an urban design plan for the entire Hurontario Employment Area.
- 7.14.13.4 The urban design plan described in Section 7.14.13.3 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives for the Employment Area as described in the plans/studies identified in Section 7.14.4.1.5.
- 7.14.13.5 The urban design plan shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage, and pedestrian/cyclist movement.
- 7.14.13.6 Buildings in the Hurontario Employment Area shall provide their primary building entrance on an internal collector road(s), where possible. Where buildings are visible from a major road, side building elevations visible from a second road shall be upgraded and appear to front on to the second road.
- 7.14.13.7 The planning and design of the Hurontario Employment Area shall incorporate, to the extent possible and as applicable, eco-business

principles and concepts contained in the Town's Guide to Eco-Business Zones Planning and Development.

7.14.14 COMMERCIAL

- 7.14.14.1 The amount of commercial development proposed in the Plan Area shall be consistent with the population-related jobs shown in Table 7.6 in Section 7.14.4.1.2.
- 7.14.14.2 The majority of commercial lands are planned to be located adjacent to and west of Hurontario Street. Smaller commercial nodes are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and the spine road and at the north east corner of McLaughlin Road and Mayfield Road. [A commercial node is also planned at the north-east corner of Chinguacousy Road and Mayfield Road.](#)
- 7.14.14.3 Commercial development adjacent to and west of Hurontario Street is planned to accommodate approximately 1,142 population-related jobs through the development of retail, office and associated accessory uses. The site shall be approximately 8 hectares in size to accommodate a minimum of 45,000m² of gross commercial floor area. The floor area may be reduced without amendment to this Plan provided the Town is satisfied that the forecasted jobs can still be provided.
- 7.14.14.4 Development on lands designated General Commercial in the Plan Area shall be in accordance with Section 5.4.3, 5.4.4, and 5.4.9 of this Plan, the Town's Industrial/Commercial Design Guidelines, and the following specific policies. Where there is a conflict between the policies of Section 5.4.3, 5.4.4, and 5.4.9, the Industrial/Commercial Design Guidelines, and Section 7.14.14, the policies in Section 7.14.14 shall prevail.
- 7.14.14.5 All General Commercial uses, as described in Section 5.4.4 and subject to Section 7.14.14.1 shall be permitted in the commercial nodes that are planned for the "Urban Village" centre – planned at the south west corner of McLaughlin Road and the spine road – and at the north east corner of McLaughlin Road and Mayfield Road. [All General Commercial uses, as described in Section 5.4.4 and subject to Section 7.14.14.1 shall also be permitted in the commercial node at the north-east corner of Chinguacousy Road and Mayfield Road.](#)
- 7.14.14.5.1 Automotive commercial uses shall not be permitted within the commercial nodes referred to in Section 7.14.14.5 except that notwithstanding any other policy of this Plan, motor vehicle gas bars and drive-through facilities shall

be permitted within the General Commercial designations at the north east corner of McLaughlin Road and Mayfield Road [and at the north-east corner of Chinguacousy Road and Mayfield Road](#), subject to other applicable policies of Section 5.4.4 which do not conflict with this policy.

- 7.14.14.6 The commercial sites shall be planned and designed as a pedestrian and cyclist-friendly, and transit-oriented component of the Plan Area. Development of the commercial sites shall be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.
- 7.14.14.7 Concurrent with submission of a site plan application for the commercial sites, the applicant shall submit to the Town an urban design plan for that commercial site.
- 7.14.14.8 The urban design plan described in Section 7.14.14.7 shall be prepared in a manner consistent with the planning and design vision, goals, and objectives as described in the plans/studies identified in Section 7.14.4.1.5.
- 7.14.14.9 The urban design plan shall describe in detail a coordinated and consistent approach for component elements, including site layout, built form, building elevations, streetscapes, open space and landscaping, signage, and pedestrian/cyclist movement.
- 7.14.14.10 Buildings on the commercial lands shall provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot, or where a building is visible from major roads, side building elevations visible from a second street shall be upgraded and appear to front on to the second street.
- 7.14.14.11 For the purpose of Section 7.14.14.10, major roads include Hurontario Street, Highway 410, Mayfield Road, McLaughlin Road, [Chinguacousy Road](#) and any new collector, as applicable.

7.14.15 TRANSPORTATION

7.14.15.1 General Policies

- 7.14.15.1.1 Transportation infrastructure in the Plan Area shall be developed as multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement.

7.14.15.2 Roads

- 7.14.15.2.1 Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of this Plan. Where there is a conflict between the guidelines and classifications

outlined under Section 5.9 and the policies of Section 7.14.15, the policies of Section 7.14.15 shall prevail.

- 7.14.15.2.2 Prior to registration of the first plan of subdivision or approval of the first site plan application in the Plan Area, the following road improvements and new road construction shall be completed by the Plan Area landowners:
- a) Widening of McLaughlin Road from Mayfield Road northerly to the north limit of the Plan Area; and
 - b) Construction of the new spine road, from McLaughlin Road easterly to the north collector road east of the railway line as suggested in Schedule B-2.
- 7.14.15.2.3 The portion of McLaughlin Road from Mayfield Road northerly to the north limit of the Plan Area, as described in Section 7.14.15.2.2a), shall be widened to a 4-lane arterial roadway with a continuous center median, exclusive left-turn lanes, 1.5 metre sidewalks and 1.8 metre bike lanes on both sides of the roadway, and no street parking, subject to meeting the requirements of the Environmental Assessment Act.
- 7.14.15.2.4 The new spine road, from McLaughlin Road easterly to the north collector road east of the railway line as described in 7.14.15.2.2b), shall be constructed to a 2-lane arterial roadway with a westbound left-turn lane at McLaughlin Road, a 1.5 metre sidewalk on the north side, an extended 2 metre sidewalk on the south side, 2 metre bike lanes on both sides, and no street parking, subject to meeting the requirements of the Environmental Assessment Act.
- 7.14.15.2.5 Other implementation and design details with respect to the conceptual road network in the Plan Area, as may be suggested by the final MW2 Transportation Study, the respective municipal class environmental assessments, and MW2 Community Design Plan, shall be considered in the preparation of the community-wide DSSP.
- 7.14.15.2.6 Minor adjustment to the location of the conceptual road network, as suggested in Schedule B-2, shall be permitted without requiring an amendment to this Plan provided that the Goal of the Plan Area, as described in Section 7.14.3.1, is maintained.
- 7.14.15.2.7 Arterial, collector, local roads and crossings of the Natural Heritage System will be located to avoid and/or minimize encroachment into or fragmentation of the Natural Heritage System. They will also be designed to eliminate, minimize and/or mitigate potential adverse impacts to environmental hazards (i.e. flooding, slope stability and stream erosion) and important

ecological and hydrological functions of the Natural Heritage System and its components.

- 7.14.15.2.8 The Town will work cooperatively with the province, Region of Peel, and the City of Brampton to integrate the planning of the municipal road network with the roads under their respective jurisdictions, including the required access to Hurontario and Highway 410.

7.14.15.3 Road Rights-of-Way

- 7.14.15.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Province, Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

- 7.14.15.3.2 Development applications shall demonstrate that sufficient lands are being provided to accommodate bike lanes, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes, and daylight triangles. Such additional rights-of-way requirements shall be kept to the minimum and shall be determined during the development application stage and will become part of the required rights-of-way.

7.14.15.4 Public Transit

- 7.14.15.4.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Plan Area, it is vital that transit service be available to as many of the residents in the Plan Area as early as possible. The Town will work with the applicable inter-regional, intra-regional, and local public transit service providers to develop a system of public transit services for the Plan Area.

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

- 7.14.15.4.3 Development plans shall be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants shall demonstrate how the proposed development addresses the following:

- a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and

- b) Transit stops will be located so that all residents and employees are predominantly within a 400 metre walking distance of a transit stop.

7.14.15.5 Transportation Demand Management

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

7.14.15.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards may also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

7.14.15.5.3 The Town may establish specific requirements in its zoning by-law for maximum parking standards, shared parking, bicycle parking, carpool parking, and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle in the Plan Area.

7.14.15.6 Pedestrian and Cycling Network

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

- 7.14.15.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:
- a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly, and active neighbourhoods;
 - b) To provide safe, attractive, and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities, and employment areas;
 - c) To provide continuous pedestrian and cycling connections with the existing and future networks in the Town of Caledon, City of Brampton, and Region of Peel.

7.14.15.7 Recreational Trail Network

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

7.14.15.7.2 Recreational trails shall be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, Greenway Corridors, and stream corridors, where appropriate.

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

7.14.15.8 Sidewalks

7.14.15.8.1 Generally, the provision of sidewalks in the Plan Area shall be as follows:

- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;
- b) Local Streets: Sidewalks shall be provided on one side of the street; and,
- c) Laneways: No sidewalks shall be required.

7.14.15.9 Parking

7.14.15.9.1 Permanent, large areas of surface parking shall be permitted only when it is demonstrated that there is no other alternative. Such demonstration shall consist of an alternative layout analysis prepared by a qualified urban design architect. In the event there is no alternative to such parking areas, an enhanced landscaping design may be used to mitigate the impact on the streetscape.

7.14.15.9.2 Where a development application is able to demonstrate a reduced need for parking, alternatives to the parking standards contained in the Town's comprehensive zoning by-law will be considered.

7.14.16 NATURAL HERITAGE SYSTEM

7.14.16.1 General Policies

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

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

Together, the EPA and Greenway Corridors provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Plan Area reflecting the design principle of achieving net ecological gain.

- 7.14.16.1.2 The Natural Heritage System components in the Plan Area that are not owned by the Town or a Conservation Authority shall be gratuitously conveyed, free and clear of encumbrances, to either the Town or the appropriate Conservation Authority.
- 7.14.16.1.3 The final Natural Heritage System shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the MW2 EIS & MP and supporting community-wide EIR as described in Section 7.14.4.6, and site-specific EIR as described in Section 7.14.4.7.
- 7.14.16.1.4 Permitted uses and activities in the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited essential infrastructure including road and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and site alteration to accommodate the above uses.
- 7.14.16.1.5 Pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space System and school sites shall be provided where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.
- 7.14.16.1.6 The pedestrian and cyclist linkages shall be identified in the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7.
- 7.14.16.1.7 Illumination of parking, park, or other adjacent facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

7.14.16.2 Environmental Policy Area and Greenway Corridors

- 7.14.16.2.1 The EPA in the Plan Area, as shown on Schedule B-2 to this Plan, is comprised of woodlands, wetlands, watercourse corridors, and associated environmental buffers.
- 7.14.16.2.2 The Greenway Corridors in the Plan Area, as shown on Schedule B-2 to this Plan, connect key natural heritage features and areas in and adjacent to the Plan Area. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management

measures, where appropriate; and pathways or trails for walking, cycling and hiking.

7.14.16.2.3 Minor adjustments to the location and configuration of the Natural Heritage System in the Plan Area may be considered to reflect the differences in scale and level of detail available through the preparation of the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7. Adjustments to the location and configuration of the Natural Heritage System in the Plan Area shall be permitted without requiring an amendment to this Plan provided that:

- a) The Goal of the Plan Area, as described in Section 7.14.3.1, is maintained;
- b) The intent of the overall Natural Heritage System strategy for the Plan Area, as recommended in the MW2 EIS & MP, is maintained; and
- c) The adjustment shall not adversely impact the ecological or hydrologic functions or result in any significant increase or decrease in size of the Natural Heritage System in the Plan Area.

7.14.16.2.4 The Greenway Corridors shall be designed and constructed by the applicant of a Planning Act application within which the Greenway Corridors are located and gratuitously conveyed to either the Town or the appropriate Conservation Authority, free and clear of all encumbrances. The minimum aggregate area of the Greenway Corridors in the Plan Area shall be ~~5-66.32~~ hectares (~~13-915.68~~ acres).^[MC16]

7.14.16.2.5 The Greenway Corridors shall not form part of the parkland dedication to the Plan Area.

7.14.17 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS

7.14.17.1 General Policies

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

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

7.14.17.2 Municipal Water and Wastewater Services

- 7.14.17.2.1 All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in accordance with the MW2 EIS & MP and in consultation with Peel Region.
- 7.14.17.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area shall be undertaken in an ecologically responsible manner.
- 7.14.17.2.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system shall be provided.

7.14.17.3 Stormwater Management Facilities

- 7.14.17.3.1 Stormwater management facilities in the Plan Area shall be developed in accordance with the MW2 EIS & MP and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.
- 7.14.17.3.2 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule B-2 to this Plan may be assessed through the preparation of the community-wide FSR – see Section 7.14.4.5. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted without requiring an amendment to this Plan provided that:
 - a) The Goal of the Plan Area, as described in Section 7.14.3.1, is maintained; and
 - b) The intent of the overall stormwater management strategy for the Plan Area as outlined in the MW2 EIS & MP is maintained.
- 7.14.17.3.3 The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to the following:
 - a) Location of stormwater management facilities with a preference for at source controls, and low impact development practices where feasible and compatible with planning and engineering objectives;
 - b) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town; and
 - c) Minimize the number of management facilities without compromising the benefits of stormwater management.

- 7.14.17.3.4 Stormwater management facilities proposed to be located in the Provincial Greenbelt Plan Area shall be designed and constructed in accordance with Section 7.13 and in particular, Section 7.13.4.3 of this Plan.
- 7.14.17.3.5 In considering options for stormwater management, the following policies shall apply:
- a) Stormwater shall be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using, among other methods, rainwater harvesting.
 - b) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System and to contribute to the achievement of net ecological gain.
 - c) Best management practices, including low impact development techniques and measures, shall be incorporated into the stormwater management system, development lands and the Natural Heritage System, in accordance with the recommendations of the MW2 EIS & MP, as appropriate, and,
 - d) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking, and public open space.
- 7.14.17.3.6 To maintain the ecological integrity of the Natural Heritage System, particularly the pre-development water-cycle, water balance and base flow required by the MW2 Natural Heritage System's streams and wetlands, alternative stormwater servicing practices, such as low impact development techniques, may be utilized to achieve infiltration and surface storage levels in areas of the Plan Area, where feasible.
- 7.14.17.3.7 Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines, and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide.
- 7.14.17.3.8 Stormwater management facilities shall be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.

7.14.17.3.9 Policies in Section 7.14.17 which apply to permanent stormwater management facilities, shall apply equally to interim stormwater management facilities. Interim stormwater management facilities shall be established in locations in accordance with the recommendations of the MW2 EIS & MP and to the satisfaction of the respective Conservation Authority.

7.14.17.4 Public Utilities and Telecommunications

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

7.14.17.4.2 Public utility and telecommunications infrastructure that are proposed in the EPA designation are subject to Section 5.7 of this Plan.

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

7.14.17.4.4 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility and telecommunication providers shall confirm if such services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

7.14.17.5 Intelligent Community

7.14.17.5.1 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high speed community-based internet service that is available to all residents and businesses.

When developing their lands, developers in the Plan Area shall include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional, and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

7.14.18 CONSERVATION OF WATER AND ENERGY

7.14.18.1 Sustainable Residential Home Strategy

7.14.18.1.1 All residential homes in the Plan Area shall be designed and constructed with water and energy conservation, efficiency, and re-use systems and/or features that will reduce the rate of water and energy consumption and

exceed energy efficiency standards in the Building Code Act, 1992, S.O. 1992, c. 23,

7.14.18.1.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall submit to the Town for approval a Sustainable Residential Home Strategy within each landowner's lands identifying green energy features and systems to be implemented. The landowners shall build or cause to be built all homes in accordance with the approved plans and documentation that the green energy features and systems.

7.14.18.1.3 The implementation of Sustainable Residential Home Strategy shall be verified by a third party, such as EnerGuide, as follows:

- a) The Town shall identify specific residential homes to be verified, which will include, at a minimum, one of every model type within every plan of subdivision or site plan approval;
- b) The residential homes to be verified shall be no less than five (5%) percent of the number of homes within every plan of subdivision or site plan approval;
- c) In the event that the external third party identifies that a building has not exceeded the energy efficiency standards outlined above:^[MC17]
 - i. The landowner shall rectify or implement additional green energy features and systems to exceed the energy efficiency standards;
 - ii. The Town shall withhold an occupancy permit for the said building(s) until the energy efficiency standards have been exceeded and re-verified; and
 - iii. The Town shall increase the sample size of the residential homes to be verified by five (5%) percent in respect of such landowner, at the Town's sole discretion and at the cost of the landowner.
- d) The verification shall be at the sole cost of the landowners.

7.14.18.1.4 The Sustainable Residential Home Strategy shall include a homeowner awareness program. This program shall describe how homeowners can maximize the efficiencies and overall water and energy conservation in their home.

7.14.19 GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT

- 7.14.19.1 The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Plan Area. These lands are identified on Figure 19 in this Plan.
- 7.14.19.2 The following policies apply to all development applications and approvals in the Plan Area where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the 'Identified Area'.
- 7.14.19.3 The review of development applications for lands in the Identified Area shall occur as follows:
- a) The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.
 - b) If the application is deemed premature, the applicant shall be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.
 - c) If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town shall seek a confirmation from MTO.

7.14.20 PROVINCIAL MINIMUM DISTANCE SEPARATION

- 7.14.20.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) for the dairy farm operation located at 42259 Chinguacousy Road (calculated for a Type B land use – i.e. residential, recreational and commercial) extends into the Plan Area, as identified on Figure 20 in this Plan.
- 7.14.20.2 The following policies apply to all development applications and approvals in the Plan Area where they are located in the Setback Area.
- 7.14.20.3 Lands in the Setback Area will be considered a Type A Land Use for the purpose of applying the Provincial MDS II Formula.
- 7.14.20.4 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the Setback Area on Figure 20 to this Plan, the Town shall be satisfied that the Setback Area is no longer required, in accordance with Section 7.14.20.5.
- 7.14.20.5 The Setback Area on Figure 20 will no longer be required when the livestock and manure storage facilities for the dairy farm operation located

at ~~12259~~_____ Chinguacousy Road are removed or altered to no longer be capable of housing livestock or storing manure.

7.14.21 REGION OF PEEL HEALTH ASSESSMENT

7.14.21.1 All development applications in the Plan Area shall require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region of Peel.

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

7.14.22 LAND ACQUISITION AND DEDICATION

7.14.22.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature in the Plan Area. This may include the expropriation of lands required to implement the storm water ponds and infrastructure, road network and the municipal park program in the Plan Area, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure.

7.14.22.2 The Town shall require an environmental site assessment prior to the conveyance of any lands to the Town or appropriate Conservation Authority. The environmental clearance shall be paid for by the owner and based on the appropriate level of site assessment as established by -Ministry of the Environment and Climate Change.

7.14.22.3 The Town shall require a Ministry of the Environment and Climate Change record of site condition for all municipal roads, stormwater management facilities, parkland and Greenway Corridors dedicated to the Town. The record of site condition shall be paid for by the owner. [MC18]

7.14.23 IMPLEMENTATION

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

7.14.23.2 The land use pattern shown on Schedule B-2 Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

Add catchall policy that says if new studies are completed the approvals will be based on the latest reports and studies undertaken to support the Stage 2 approvals

7.14.23.3 — ~~Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.~~

DRAFT